2001 Regional Transportation Plan

FINAL ENVIRONMENTAL IMPACT REPORT

STATE CLEARINGHOUSE NO. 2001032141

Prepared for

Metropolitan Transportation Commission

by

DYETT & BHATIA
Urban and Regional Planners

In association with

Environmental Science Associates • *Environmental Consultants*
Donaldson Associates • *Environmental and Planning Consultants*

DECEMBER 2001

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Executive Summary

This summary of the Draft Environmental Impact Report (Draft EIR) on the 2001 Regional Transportation Plan (RTP) for the San Francisco Bay Area is included here to provide background for the material presented in this, the Final Environmental Impact Report (Final EIR). The Executive Summary explains the scope and content of the 2001 RTP and the Draft EIR. The Final EIR was written in response to comments received on the Draft EIR and incorporates by reference the entire text of the Draft EIR. This Executive Summary has been updated to reflect the revisions to the Draft EIR presented in Chapter 2 of this document. The Draft EIR, together with this document, form the Final EIR for the 2001 RTP.

The proposed 2001 Regional Transportation Plan (RTP) represents the transportation policy and action statement of the Metropolitan Transportation Commission (MTC) for how to approach the region's transportation needs over the next 25 years. The 2001 RTP proposes a set of future transportation projects and programs that can be implemented with available funding as well as identifying projects that could be considered if new funding is obtained. The 2001 RTP is intended to serve the region's mobility needs while addressing other important societal goals. The six main goals of the proposed 2001 RTP are:

- Improve mobility for persons and freight;
- Promote safety for system users;
- Promote equity for system users;
- Enhance sensitivity to the environment;
- Support the region's economic vitality; and,
- Support community vitality in the region.

MTC recognizes that transportation decisions have a role in influencing the economic and community vitality of the Bay Area. The proposed 2001 RTP represents MTC's best effort to guide the region in the development of a transportation system that meets the Bay Area's mobility needs while addressing other important societal goals. The proposed 2001 RTP addresses the Bay Area's ground transportation system. Development of regional airport and seaport plans occur in separate processes.

INTRODUCTION

PURPOSE OF THE EIR

This environmental assessment of the proposed 2001 RTP – which may be referred to as "the RTP Project," or "the Project," throughout this document – fulfills the requirements of the California Environmental Quality Act (CEQA) and is designed to inform decision-makers, responsible and trustee agencies, and the general public of the proposed 2001 RTP and the range of potential environmental impacts that could result from its implementation. This EIR

recommends a set of measures to mitigate any significant adverse regional impacts identified. It also analyzes alternatives to the proposed 2001 RTP.

SCOPE OF THE EIR

This EIR on the proposed 2001 RTP is a *program EIR* as defined in the CEQA Guidelines. Program EIRs can be used as the basic, general environmental assessment for an overall program of projects which will be implemented through a series or group of later actions. While these later actions are not evaluated in this program EIR, individual projects will be evaluated in compliance with CEQA prior to project approval.

2001 RTP EIR ORGANIZATION

This EIR document is organized into four parts, as outlined below. This executive summary which includes a review of the potentially significant adverse regional environmental impacts of the proposed 2001 RTP and the measures recommended to mitigate those impacts. This executive summary also notes whether those measures mitigate the significant impacts to a level of insignificance. Finally, the executive summary describes the alternatives, their merits compared to the 2001 RTP, and dismisses the environmentally superior alternative.

Part One: Introduction and Project Description

Part One includes two chapters. Chapter 1 describes the relationship between the proposed 2001 RTP and the EIR and describes the basic legal requirements of a program level EIR. It discusses the level of analysis and the alternatives considered as well as how this EIR is related to other environmental documents and its intended uses. Chapter 2 introduces the purpose and objectives of the 2001 RTP and summarizes specific information that will be used to describe the 2001 RTP and complete the EIR analysis. This includes a discussion of the existing project setting and an outline the Bay Area's projected population and employment growth rates and development patterns through the planning horizon to the year 2025. In addition, State and Federal legislation that guides the development of the RTP process is reviewed. Finally, this chapter introduces the proposed 2001 RTP and four project alternatives.

Part Two: Setting, Impacts, and Mitigation Measures

Part Two describes the existing environmental setting for each of the environmental impact areas analyzed in the EIR, the potential impacts that the proposed 2001 RTP would have on these areas, and measures to mitigate the potential impacts identified. Each impact area is analyzed in a separate chapter. Each chapter is organized as follows:

- Environmental setting;
- Criteria of significance;
- Methods of analysis;
- Summary of impacts (direct and indirect/cumulative); and

- Significant impacts and mitigation measures (direct and indirect/cumulative).

Part Three: Alternatives and CEQA Required Conclusions

Part Three includes a description of four transportation alternatives to the proposed 2001 RTP and an assessment of their potential to achieve the objectives of the 2001 RTP while reducing potentially significant adverse regional environmental impacts. Part Three also includes a comparison and summary of any potentially significant adverse regional environmental impacts that implementation of the alternatives would have for each of the environmental impact areas. As required by CEQA, an environmentally superior alternative is identified. Finally, Part Three includes an assessment of the impacts of the proposed 2001 RTP in several subjects areas required by CEQA, including:

- Significant irreversible environmental changes;
- Growth-inducing impacts; and
- Cumulative impacts.

Part Four: Appendices

Part Four includes the EIR appendices. Appendix A includes the Notice of Preparation (NOP) of this EIR and Appendix B includes copies of the letters received on the NOP. Appendix C includes detailed project lists for the proposed 2001 RTP and the four alternatives studied here. Finally, Appendix D includes a detailed discussion of the regulatory setting associated with biological resources and a detailed list of special-status species in the Bay Area with the potential to occur in or near the transportation improvements proposed in the 2001 RTP. A more detailed descriptions of additional significant ecosystems in the Bay Area that are not outlined in Part Two are is also included.

APPROACH TO THE STUDY

ALTERNATIVES

This EIR evaluates the impacts of the proposed 2001 RTP and four transportation alternatives. A summary of the 2001 RTP is included in Chapter 1.2 and a full description of the four alternatives is in Chapter 3.1. The alternatives are as follows:

- **No Project Alternative** – This includes transit, local roadway, bicycle, and pedestrian projects that are in advanced planning stages and slated to go forward since they have full funding commitments. These projects are identified in the federally required Fiscal Year 2001 Transportation Improvement Program (TIP) and include fully funded sales tax projects authorized by voters in five Bay Areas counties, including sales tax reauthorizations in Alameda and Santa Clara Counties from the November 2000 election.
- **System Management Alternative** – This alternative includes a set of projects intended to address existing corridor mobility issues. It emphasizes the application of available funds

in ways that would improve the operational efficiency of the existing transportation system, such as more express bus service, reversible carpool lanes, and a better connected HOV and transit system. This alternative provides more funding for street and road pavement maintenance shortfalls. Freeway ramp metering is assumed for the most congested corridors. Congestion pricing is assumed on the Bay bridges to generate additional revenues, including transit operating revenues, and some highway projects are deferred to provide additional capital funding.

- **Blueprint 1 Alternative** – This alternative includes the 2001 RTP projects plus projects considered in MTC's 2000 *Bay Area Transportation Blueprint for the 21st Century* that could be funded if certain new revenue sources are developed. These revenue sources are considered reasonable in that they represent extensions of or increases to existing funding sources, or have legislative authorization to be developed or implemented. Potential sources of new revenue include a regional gas tax of up to 10-cents, higher bridge tolls, new and extended sales taxes in various counties, BART bonds, and continuation of higher state transportation funding levels as recently provided in the Governor's 2000 *Transportation Congestion Relief Program (TCRP)*, and passed by the State Legislature as a proposed constitutional amendment on the March 2002 ballot.

- **Blueprint 2 Alternative** – This alternative includes the Blueprint 1 Alternative projects plus projects considered in MTC's 2000 *Transportation Blueprint for the 21st Century* for which a funding source has not yet been identified. Potential funding sources include higher federal and state gasoline taxes, a state sales tax for transportation, even higher bridge tolls, etc. Many of these projects are being considered in other ongoing planning studies, including expanded ferry service, a California High Speed Rail system, and other long-term highway and transit improvements. Since this alternative includes all of the Blueprint 1 projects, it represents the most extensive set of transportation projects that could be funded under the most optimistic assumptions about future revenues.

LEVEL OF ANALYSIS

This EIR focuses primarily on regional impacts, but also addresses transportation corridor impacts for a number of the environmental impact areas. This approach reflects the organization of the 2001 RTP which presents information and transportation investments in a corridor format. MTC has defined 15 multi-modal travel corridors in the 2001 RTP in recognition of their primacy as determiners of regional travel patterns. As a program level EIR, individual project impacts are not addressed unless they are found to be regionally significant.

CUMULATIVE IMPACT ASSUMPTIONS

The term "cumulative impact", as defined in the CEQA Guidelines (§15355), "refers to two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts." This EIR distinguishes between the impacts of the 2001 RTP investment program as a whole and the independent impacts of forecast population and employment growth, which the projects and programs of the proposed 2001 RTP will serve. MTC assumes the regional growth estimates based upon the Association of Bay Area Governments'

(ABAG) *Projections 2000.*[1] The impacts on the environment caused solely by the adoption and implementation of the 2001 RTP are not considered cumulative impacts in and of themselves. Additionally, some impacts on the environment are not under the influence of MTC and occur for reasons unrelated to its 2001 RTP investment.

2001 RTP BACKGROUND

With a population of nearly seven million in 2000, the San Francisco Bay Area is the fourth most populous metropolitan area in the United States behind Los Angeles, New York and Chicago. The region consists of nine counties: Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, Santa Clara, Solano, and Sonoma. There are a total of 4,436,500 acres in the region, and approximately 680,900 acres, or 15 percent, are developed. Seventy percent of this developed land is in residential use. The Bay Area transportation network includes, interstate and state freeways, county expressways, local streets and roads, bike paths, sidewalks, and a wide assortment of transit technologies, including heavy rail, light rail, intercity rail, buses, trolleys and ferries.

PROJECTED GROWTH

According to ABAG *Projections 2000*, the five most populated counties in the year 2000 in descending order were, Santa Clara, Alameda, Contra Costa, San Francisco and San Mateo, accounting for 82 percent of the region's population. ABAG projects that the Bay Area will add about 1.3 million new residents between 2000 and 2025. Population continues to grow much more quickly in suburban areas than urban areas as development expands outwards. Moreover, as a result of the shortage of affordable housing in the Bay Area, growth from the Bay Area is spilling over to outlying counties, such as San Benito, San Joaquin, Stanislaus, and Merced. Figure S-1 illustrates Bay Area growth.

Figure S-1: Population Growth by County (2000-2025)

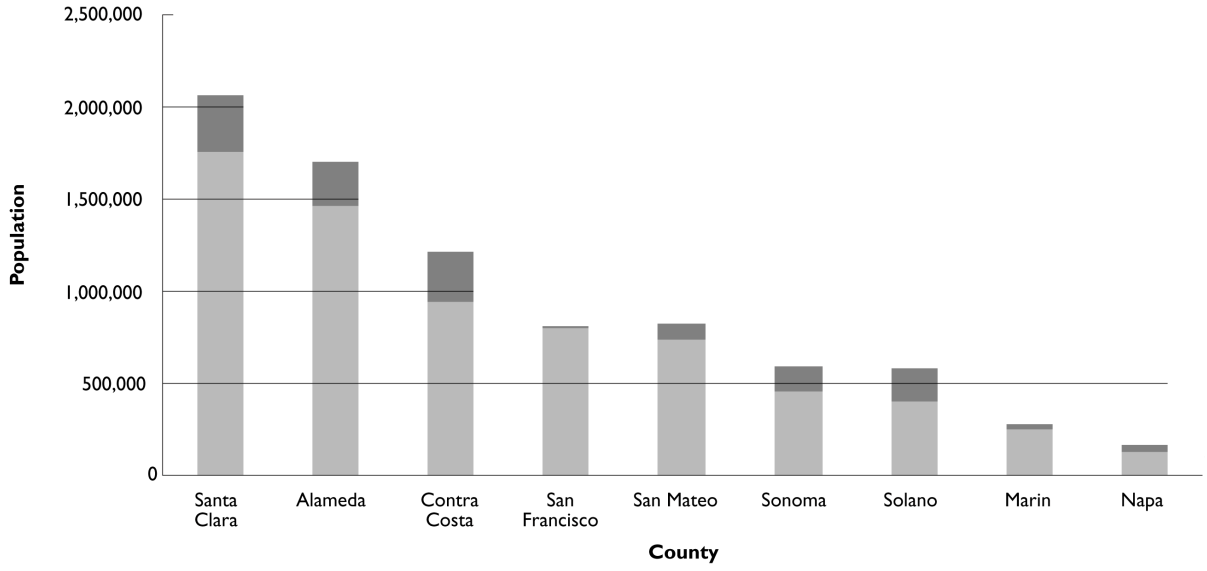
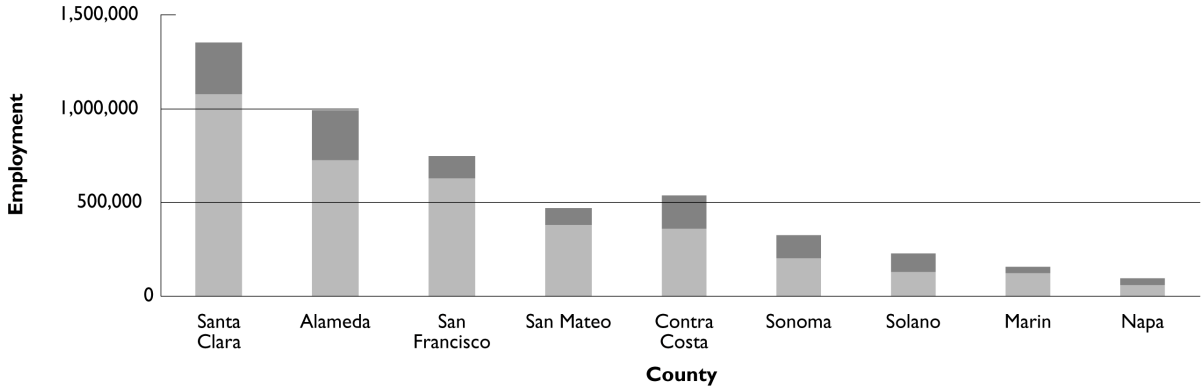


Figure S-2: Employment Growth by County (2000-2025)



With respect to employment, the top five counties for employment were in the year 2000 Santa Clara, Alameda, San Francisco, San Mateo, and Contra Costa, accounting for 86 percent of the Bay Area jobs. ABAG estimates that approximately 1.2 million new jobs will be created in the region between 2000 and 2025. The five most populous counties will also account for 84 percent of the region's jobs at the end of this period. While the top three counties will rank the same, Contra Costa County will surpass San Mateo in 2025. Bay Area employment trends are shown in Figure S-2.

PROJECT IMPACTS

The analysis emphasizes the impacts of the 2001 RTP as a complete program, rather than as detailed analysis of the transportation improvements in the 2001 RTP. Individual improvements must still comply with the requirements of CEQA. Detailed analysis of the transportation improvements proposed in the 2001 RTP would be the responsibility of the agencies approving those projects. This EIR identifies three types of impacts:

- Short-term impacts;
- Long-term impacts; and
- Cumulative impacts.

In many instances the impacts outlined in this EIR do not so much result from the transportation improvements in the 2001 RTP as from the growth these projects are intended to serve. These are considered cumulative impacts. Table S-1 summarizes the significant impacts and recommended mitigation measures identified in this EIR. The impacts are organized by environmental impact area in the order in which they appear in Part Two.

ENVIRONMENTALLY SUPERIOR ALTERNATIVE

The CEQA Guidelines require each EIR to identify the environmentally superior alternative among the alternatives analyzed. If the No Project Alternative is identified as the environmentally superior alternative, then the EIR must identify another of the alternatives from among the alternatives analyzed. Since the No Project Alternative cannot be identified as the environmentally superior, this EIR identifies the Systems Management Alternative (Alternative 2) as environmentally superior. This alternative would result in fewer adverse environmental impacts because it would have less project development activity given the focus on maintenance and more efficient operations on the existing system. This alternative would also perform comparably to the No Project Alternative in several of the impact areas. However, Alternative 2 also adopts many of the strategies discussed in the 2001 RTP that are innovative and have not yet been developed sufficiently for widespread implementation (congestion pricing on the Bay bridges, use of reversible lanes, taking existing mixed flow lanes for carpools, and larger implementation of regional express bus services). Based on these conditions and the need to develop further consensus within the transportation community, public, and legislature for these types of strategies, this alternative is not yet ready for implementation. Further work is anticipated in all of these areas which will help determine their ultimate feasibility and public acceptability.

Table S-1: Summary of Impacts and Mitigation

	Impact	*Mitigation Measures*	*Significance After Mitigation*
Transportation			
2.1-1	Many transportation impacts show negative trends between 1998 and 2025 such as average travel time, auto accessibility to jobs, increases in VMT at LOS F, etc. (The one indicator that does show improvement is total jobs accessible by transit). These trends are the result of sustained population and economic growth that will occur in the region between 2000 and 2025 and the mismatch between travel demand and the supply of new capacity. However, in each of the impact areas evaluated the Project Alternative provides a significant improvement over the No Project Alternative. In addition, the Project provides further benefits that are not measured by funding shortfalls in pavement maintenance for local streets, capital rehabilitation needs of transit, and the costs of many ongoing regional programs directed at better system management and customer service.	There are no significant adverse effects on mobility due to implementation of the proposed 2001 RTP. The effects are all beneficial compared to the No Project Alternative.	Less than significant
Air Quality			
2.2-1	Emissions impacts for the Project Alternative for CO, ROG, and NO_X are not considered to be significant, since they are lower than today's emissions by substantial amounts.	None required.	Less than significant
2.2-2	Projected increases in population, jobs, and income are the main contributors to the rise in VMT, the corresponding increase in PM_{10} emissions, and the associated increased public health risk. Roadway lane miles are projected to increase by only 5 percent by the year 2025, while population is expected to increase by 19 percent and jobs will increase by 33 percent. The overall transportation investment strategy in the RTP is expected to decrease projected PM_{10}	The 2001 RTP reduces PM_{10} emissions relative to the No Project Alternative. Thus, implementation of the 2001 RTP is a measure to mitigate the environmental impact due to growth in PM_{10} since it includes programs and projects that can reduce the growth in VMT. Further, if a Federal PM-10 attainment plan is required in the future, then MTC will cooperate with the BAAQMD and US EPA in future development of PM_{10} control strategies for motor vehicles which may be technological or travel behavior based, or both.	Increases in PM_{10} emissions with or without the project will be cumulatively significant.

Table S-1: Summary of Impacts and Mitigation

	Impact	*Mitigation Measures*	*Significance After Mitigation*
	emissions on a cumulative basis by including programs and projects to reduce the growth in VMT.		
Energy			
2.3-1	Projected increases in population, jobs, and income are the main contributors to increased transportation energy consumption. Roadway lane miles are projected to increase by only 5 percent by the year 2025, while population is expected to increase by 19 percent and jobs will increase by 33 percent.	The cumulative impact of increased transportation energy consumption and carbon dioxide (global warming emissions) could be mitigated by Congress adopting more stringent automobile fuel standards.	Increases in transportation energy consumption with or without the project will be cumulatively significant.
Geology and Seismicity			
2.4-1	Seismic events could damage existing and proposed transportation infrastructure through surface rupture, ground shaking, liquefaction, landslides and tsunamis. Potential impacts to property and public safety from seismic activity would be considered significant.	MTC requires project sponsors to comply with CEQA and NEPA prior to project approval by MTC. The following mitigation measures shall be included in project-level analysis as appropriate for proposed new transportation improvements. The project proponent or local jurisdiction shall be responsible for ensuring adherence to the mitigation measures outlined below prior to construction: (refer to bulleted list of mitigation measures for this impact in Chapter 2.4).	Significant
2.4-2	Highway and rail construction could require significant earthwork and road cuts. Such projects could increase short-term and long-term soil erosion potential and slope failure.	Implementing agencies shall ensure that projects employ Best Management Practices to reduce soil erosion by water and wind. These could include temporary cover of exposed, engineered slopes, or silt fencing. All construction activities and design criteria shall comply with applicable codes and requirements of the 1997 Uniform Building Code with California additions (Title 22), and applicable Caltrans construction and grading ordinances. Implementing agencies shall also ensure that project designs provide adequate slope drainage and appropriate landscaping to minimize the occurrence of slope instability and erosion. Design features shall include measures to reduce erosion from stormwater. Road cuts shall be designed to maximize the potential for revegetation.	Less than significant
2.4-3	Projects built on highly compressible or expansive soils could become damaged and weakened over time.	Implementing agencies shall ensure that geotechnical investigations be conducted by qualified professionals (registered civil and geotechnical engineers, registered engineering geologists) to identify the potential for differential settlement and expansive soils. Recommended corrective measures, such as structural reinforcement and replacing soil with	Less than significant

Table S-1: Summary of Impacts and Mitigation

	Impact	*Mitigation Measures*	*Significance After Mitigation*
		engineered fill, shall be incorporated into project designs.	
2.4-4	The projected population increase in the Bay Area will result in increased travel on all modes of transportation. This would result in an increased risk of exposure of people and property to the potentially damaging effects of strong seismic shaking, fault rupture, seismically-induced ground failure and slope instability.	Since the cumulative impacts from the 2001 RTP are essentially the same as the direct and short-term impacts (exposing travelers to geologic hazards), the mitigation measures for this impact would be the same as for those outlined above.	Less than significant
Biological Resources			
2.5-1	Transportation improvements in the 2001 RTP could adversely affect sensitive biological resources, including wetlands and aquatic resources.	Project sponsors shall demonstrate compliance with the provisions of CEQA and NEPA, as applicable, prior to project approval by the MTC. At the time of project certification, project sponsors shall agree to comply with mitigation measures to protect special-status plant and wildlife species. This requirement obligates project sponsors to implement measures that avoid, minimize, and compensate for significant impacts to special-status species and their habitat. In accordance with guidelines of the Army Corps of Engineers (Corps), the Environmental Protection Agency (EPA), U.S. Fish and Wildlife Service (USFWS), and California Department of Fish and Game (CDFG), a goal of "no net loss" of wetland acreage and value will be implemented, wherever possible, through avoidance of the resource. Mitigation for wetlands impacts due to proposed transportation projects would be based on project-specific wetland mitigation plans, subject to approval by the Corps and commenting agencies. Mitigation for placing fill in wetlands would be partially achieved by avoiding wetlands, and by minimizing fill where avoidance is not feasible.	Less than significant
2.5-2	Transportation improvements in the 2001 RTP could cause substantial disturbance of biologically unique or sensitive communities, including CDFG-recognized protected plant communities.	In accordance with guidelines of the Corps, EPA, USFWS, and CDFG, a goal of "no net loss" shall be achieved through avoidance of the resource, or through creation or restoration of habitat of superior or comparably quality. Where applicable, projects shall conform to the provisions of special area management or restoration plans such as the Suisun Marsh Protection Plan.	Less than significant
2.5-3	Proposed transportation improvements in the 2001 RTP could have deleterious impacts on	Typical measures that may be included by project sponsors include: (refer to bulleted list of mitigation measures for this impact in Chapter 2.5).	Significant

Table S-1: Summary of Impacts and Mitigation

	Impact	*Mitigation Measures*	*Significance After Mitigation*
	special-status plant and wildlife species identified as endangered, candidate, and/or special status by the CDFG or USFWS, or on designated critical habitat for listed species.		
2.5-4	Construction activities could adversely affect nonlisted nesting raptor species.	Typical measures that may be included by project sponsors include: (refer to bulleted list of mitigation measures for this impact in Chapter 2.5).	Less than significant
2.5-5	Construction activities could impact nonlisted nesting birds species protected under the federal Migratory Bird Treaty Act.	Typical measures that may be included by project sponsors include: (refer to bulleted list of mitigation measures for this impact in Chapter 2.5).	Less than significant
2.5-6	Construction activities could cause mortality of common wildlife species.	No mitigation is required for this impact; however, the implementation of feasible mitigation measures for Impacts 2.5-1 and 2.5-2 above would further lessen this project impact.	Less than significant
2.5-7	Forecast urban development that would be served by transportation improvements in the 2001 RTP, combined with improved regional mobility provided by the 2001 RTP, could contribute to the conversion of undeveloped land to urban uses, resulting in the removal or fragmentation of habitat area.	As the cumulative impacts of the transportation improvements in the 2001 RTP are the same as the direct impacts listed above, the mitigation measures for this impact would also be the same.	Less than significant
Water Resources			
2.6-1	Construction of the proposed transportation improvements in the 2001 RTP could adversely affect water quality and drainage patterns in the short term due to erosion and sedimentation.	MTC shall require that project sponsors comply with CEQA (and NEPA if appropriate) prior to project approval by MTC. Project sponsors shall commit to mitigation measures at the time of certification of their project environmental document. These commitments obligate project sponsors to implement measures that would minimize or eliminate any significant impacts on water resources. Local permitting agencies shall require preparation and implementation of a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP shall be consistent with the State Construction Storm Water General Permit, the Manual of Standards for Erosion and Sedimentation Control by the Association of Bay Area Governments, policies and recommendations of the local urban runoff program (city and/or county), and the recommendations of the RWQCB. Preparation of the SWPP shall include a survey of current and historical uses on any land to be converted to transportation uses in order to determine if hazardous chemicals were ever used or released and to	Less than significant

Table S-1: Summary of Impacts and Mitigation

	Impact	*Mitigation Measures*	*Significance After Mitigation*
		identify remedial measures to protect surface and groundwater quality as necessary. Implementation of the SWPPP shall be enforced by inspecting agencies during the construction period via appropriate options such as citations, fines, and stop-work orders.	
2.6-2	The transportation improvements in the 2001 RTP could adversely affect water resources in the long term by reducing permeable surfaces, which could result in additional runoff and erosion, and decreased drainage area and groundwater recharge.	Typical mitigation measures that could be considered by project sponsors include: (refer to bulleted list of mitigation measures for this impact in Chapter 2.6).	Less than significant
2.6-3	Forecast urban development that would be served by transportation improvements in the 2001 RTP, combined with new public and private infrastructure improvements to accommodate future planned urban development, could create higher erosion rates and reduced groundwater recharge.	As the cumulative impacts of the transportation improvements in the 2001 RTP are the same as direct impacts 2.6-1 and 2.6-2 listed above, the mitigation measures for the cumulative impact would be the same as for the direct impacts. The MTC shall require that the project sponsors comply with CEQA (and NEPA if appropriate) prior to project approval by MTC. Project sponsor shall commit to mitigation measures at the time of certification of each project environmental document. To mitigate the potential for impacts from construction activities, local permitting agencies shall require preparation and implementation of a SWPPP. To reduce the long-term potential for additional runoff and erosion, decreased drainage area and groundwater resulting from the increase in paved surfaces, MTC shall require implementation of the mitigation measures listed above for Impact 2.6-2.	Less than significant
Visual Resources			
2.7-1	Construction of certain transportation improvements in the 2001 RTP could significantly affect visual resources by adding or expanding transportation facilities in rural or open space areas, blocking views from adjoining areas, blocking or intruding into important vistas along roadways, and changing the scale, character, and quality of designated or eligible Scenic Highways.	MTC shall require that project sponsors comply with CEQA (and NEPA if appropriate) prior to project approval by MTC. Project sponsors shall commit to mitigation measures at the time of certification of their project environmental document. These commitments obligate project sponsors to implement measures that would minimize or eliminate any significant visual impacts. Typical mitigation measures that could be considered by project sponsors include: (refer to bulleted list of mitigation measures for this impact in Chapter 2.7).	Less than significant
2.7-2	The construction of soundwalls along freeways	Transportation project sponsors should consider the following mitigation	Significant

Table S-1: Summary of Impacts and Mitigation

	Impact	*Mitigation Measures*	*Significance After Mitigation*
	and arterials, where they are used to reduce noise levels in surrounding residential areas, could significantly alter views from the road reducing visual interest and sense of place while also limiting views and sunlight from adjoining areas.	measures to minimize significant visual impacts: (refer to bulleted list of mitigation measures for this impact in Chapter 2.7).	
2.7-3	Forecast urban development that would be served by transportation improvements in the 2001 RTP could significantly change the visual character of many areas in the region, especially where development would occur on visually prominent hillsides or in existing rural or open space lands.	Local land use agencies are responsible for the approval of forecast urban development. These agencies should apply development standards and guidelines to maintain compatibility with surrounding natural areas, including site coverage, building height and massing, building materials and color, landscaping, site grading, etc., in visually sensitive sites areas.	Significant
Noise			
2.8-1	Construction of the transportation improvements proposed in the 2001 RTP would have short-term noise impacts on surrounding areas.	MTC shall require that project sponsors comply with CEQA (and NEPA if appropriate) prior to project approval by MTC. Project sponsors shall commit to mitigation measures at the time of certification of each environmental document and at the time of project approval. Construction noise mitigation normally required by Caltrans, as well as local city and county ordinances. Construction mitigation measures generally limit construction activities to times when construction noise would have the least effect on adjacent land uses, and would require such measures as properly muffling equipment noise, and turning off equipment when not in use.	Less than significant
2.8-2	Transportation improvements proposed as part of the 2001 RTP could result in noise levels that approach or exceed the FHWA and FTA Noise Abatement Criteria.	Noise mitigation measures must respond to local land use compatibility criteria, and, if federal funding is used for the project, mitigation measures must also conform to applicable FHWA or FTA noise abatement criteria. These commitments obligate project sponsors to implement measures that would minimize or eliminate any significant noise impacts. Typical mitigation measures that should be considered by project sponsors include: (refer to bulleted list of mitigation measures for this impact in Chapter 2.8). As noted, the implementation of noise mitigation will, in some cases, more than offset the noise impacts of a particular transportation improvement. As a result, the 2001 RTP has the potential to bring noise abatement benefits to communities that currently experience noise	Less than significant

Table S-1: Summary of Impacts and Mitigation

	Impact	*Mitigation Measures*	*Significance After Mitigation*
		problems resulting from existing traffic.	
2.8-3	Forecast urban development that would be served by transportation improvements in the 2001 RTP will result in increased traffic volumes along some transportation corridors in the Bay Area and could, in turn, increase noise levels along some of these corridors.	Except where project specific improvements create the need for noise mitigation, increased noise in other parts of the Bay Area would not necessarily be mitigated unless communities and local transportation authorities: 1) determine that a noise problem exists and that the problem is one of a perceptible nature, and 2) identify local or other transportation funds not currently included in the proposed RTP to provide the necessary mitigation. In many corridors the projected traffic increases are unlikely to produce perceptible increases in noise since there may not be any sensitive receptors nearby and the increased volumes would not trigger a significant impact.	Less than significant
Cultural Resources			
2.9-1	Individual transportation improvements in the 2001 RTP that involve ground disturbing activities have the potential to disturb, destroy, or significantly affect cultural resources.	MTC shall require that project sponsors comply with CEQA (and NEPA if appropriate) prior to project approval by MTC. Project sponsors shall commit to mitigation measures at the time of certification of their project environmental document. These commitments obligate project sponsors to implement measures that would minimize or eliminate any significant impacts on cultural resources. Typical mitigation measures that can be considered by project sponsors include: (refer to bulleted list of mitigation measures for this impact in Chapter 2.9).	Less than significant
2.9-2	Forecast urban development that would be served by transportation improvements in the 2001 RTP could, when it occurs, have the potential to disturb, destroy, or significantly affect cultural resources.	Local land use agencies are responsible for the approval of forecast urban development and for determining appropriate mitigation during their CEQA processes. In addition, local historic preservation regulations, where they exist, would apply to such development.	Significant
Population, Housing, and Social Environment			
2.10-1	Right-of-way acquisition associated with transportation improvements in the 2001 RTP could result in residential and business displacement or relocation.	MTC shall require that project sponsors comply with CEQA (and NEPA if appropriate) prior to project approval by MTC. Project sponsors shall commit to mitigation measures at the time of certification of their project environmental document. Mitigation measures will be identified to the extent feasible to minimize impacts. These commitments obligate project sponsors to implement measures that would minimize or eliminate any significant community displacement effects. Mitigation for displacement effects involves the preparation and execution of relocation	Less than significant

Table S-1: Summary of Impacts and Mitigation

	Impact	*Mitigation Measures*	*Significance After Mitigation*
		assistance plans that typically consider: (refer to bulleted list of mitigation measures for this impact in Chapter 2.10).	
2.10-2	Transportation improvements in the 2001 RTP have the potential to disrupt or divide a community by separating community facilities, restricting community access to the region, or eliminating community amenities.	Mitigation measures will be identified to the extent feasible to minimize impacts. Additionally, MTC can encourage project sponsors through EIR comments to consider design elements in their projects that would maintain or enhance neighborhood accessibility.	Less than significant
2.10-3	Construction of transportation improvements in the 2001 RTP could significantly disrupt adjoining communities in the short term.	Typical mitigation measures that could be considered by project sponsors include: (refer to bulleted list of mitigation measures for this impact in Chapter 2.10).	Significant
Land Use			
2.11-1	Construction of certain transportation improvements in the 2001 RTP, such as the expansion of existing facilities and the construction of new facilities, could convert resource lands, including prime agricultural lands designated by the State of California, Department of Conservation Mines and Geology Mineral Resource Zones 2 and 3 (MRZ-2 and MRZ-3), and parks and open space lands in public ownership or control, to transportation uses.	MTC shall require that project sponsors comply with CEQA (and NEPA if appropriate) prior to project approval by MTC. Project sponsors shall commit to mitigation measures at the time of certification of their project environmental document. These commitments obligate project sponsors to implement measures that would minimize or eliminate any significant impacts resulting in the conversion of resource lands. Typical mitigation measures that could be considered by project sponsors include: (refer to bulleted list of mitigation measures for this impact in Chapter 2.11).	Significant
2.11-2	Concurrent implementation of the proposed 2001 RTP and forecast development of residential and employment land uses in the Bay Area over the next 25 years would result in a significant expansion of urban areas and significant changes in land use and the character of neighborhoods and districts in the Bay Area.	While MTC has no land use authority and cannot directly affect the pattern that future land uses will take, it can continue to participate in and promote the efforts of the Regional Agencies Smart Growth Initiative which is intended to coordinate regional smart growth efforts to use land more efficiently, optimize transportation and other infrastructure investments, preserve open space, etc. In this way, MTC can pursue the enhanced coordination of local land use plans and investments in the 2001 RTP.	Less than significant
2.11-3	The amount and location of new development can have locally significant effects on transportation demand, and on the location and amount of congestion.	While the secondary impacts of local land use decisions on the transportation system in the Bay Area are potentially significant, the mitigation associated with Impact 2.11-2 above could lead to the enhanced coordination of local land use plans and investments in the 2001 RTP. MTC also supports better integration of transportation and	Significant

Table S-1: Summary of Impacts and Mitigation

Impact	*Mitigation Measures*	*Significance After Mitigation*
	land use through its Transportation for Livable Communities (TLC) program and Housing Incentive Program (HIP).	

1 Introduction

This Final Environmental Impact Report (Final EIR) for the 2001 Regional Transportation Plan (RTP) responds to comments addressing the Draft EIR, published August 2001. The Final EIR is intended to aid Metropolitan Transportation Commission (MTC) as it considers adoption of the RTP, as well to as comply with the requirements of the California Environmental Quality Act (CEQA). This document, combined with the Draft EIR, constitutes the Final EIR on the project. This Final EIR amends and incorporates by reference the Draft EIR, which is available as a separately bound document from the MTC or at http://www.mtc.ca.gov/projects/rtp/eir.htm.

The primary purpose of this Final EIR is to revise and refine the environmental analysis and mitigation measures in the Draft EIR in response to written comments and recommendations received during the 45-day public review period. This review period of the Draft EIR (State Clearinghouse No. 2001032141) was from August 10, 2001 through September 28, 2001; some of the comments were received a few days after the closing period, and are also responded to in this Final EIR. A list of individuals, agencies, and organizations that commented on the Draft EIR is included in Section 3 of this document. Copies of written comments, along with responses, are included in Section 4. Some commenters raised points relating to both the 2001 RTP and the Draft EIR; this Final EIR responds to comments on the latter; for comments on the former, refer to Appendix F and the Final 2001 RTP that is available from the MTC.

ORGANIZATION OF THE FINAL EIR

This document is organized as follows.

Section		*Contents*
	Executive Summary	EIR summary as revised in response to comments on the Draft EIR
1	Introduction	Introduces the Final EIR and summarizes the contents of the document
2	Revisions to the Draft EIR	Lists revisions to the Draft EIR by topic in the order in which they are arranged in the Draft EIR.
3	List of Comments Received on the Draft EIR	Lists all persons and organizations from whom comments on the Draft EIR were received
4	Comments and Responses to Comments Received on the Draft EIR	Photocopies of comments, with numbers added in the margins, and responses, numbered accordingly
5	Revised 2001 RTP Update project list	Revised projects list in response to comments on DEIR and/or the draft 2001 RTP
6	Appendices	A. Findings, Facts in Support of Findings B. Statement of Overriding Considerations C. Mitigation Monitoring Program D. MTC Resolution 3425 certifying the EIR on the 2001 RTP E. Notice of Determination F. Response Letters to RTP Comments G. MTC Resolution 3427 adopting the 2001 RTP

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2 Revisions to the Draft EIR

This section includes the revisions to the Draft EIR. These revisions have been made in response to comments or based on MTC staff and consultant review. These revisions appear here by chapter in the order they appear in the Draft EIR. Text additions appear in underline and text deletions appear in ~~strikeout~~.

MTC has refined the Draft 2001 Regional Transportation Plan based upon agency and public comments. MTC Resolution 3427 adopts the 2001 Regional Transportation Plan, and details the major and minor revisions to the Draft 2001 Regional Transportation Plan (see Appendix G). The changes to the RTP as described in MTC Resolution 3427 do not alter the conclusions presented in the Draft EIR regarding significant environmental impacts or mitigation measures.

CHAPTER 1.1: INTRODUCTION AND STUDY APPROACH

Revise Text as Follows:

Page 1-6, Blueprint 2 Alternative bullet, second sentence:

Potential funding sources include higher federal and state gasoline taxes, a state sales tax for transportation, even higher bridge tolls, etc.

CHAPTER 1.2: OVERVIEW OF THE PROPOSED 2001 REGIONAL TRANSPORTATION PLAN

Revise Text as Follows:

Page 1-16, Project Description section, Financial Assumptions subsection, first paragraph, second sentence:

Total estimated revenues over the next 25 years amounts to $87.4 ~~$81.6~~ billion, and constitutes the financial resources available for the 2001 RTP.

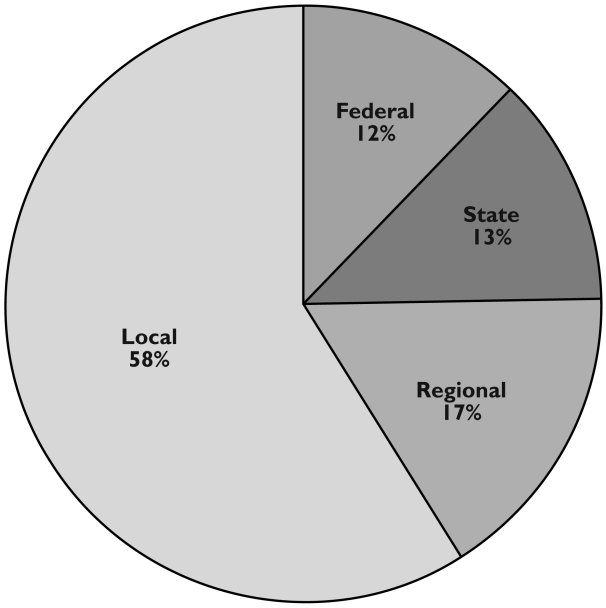
Page 1-16, Project Description section, Financial Assumptions subsection, second paragraph:

Of the total $87.4 ~~$81.6~~ billion in revenues over the next 25 years, $78.8 ~~$73.9~~ billion is committed to specific uses. The remaining $8.6 ~~$7.7~~ billion in uncommitted funds is referred to as "Track 1", and is the focus of the 2001 RTP decisions for the current update.

Revise Figures as Follows:

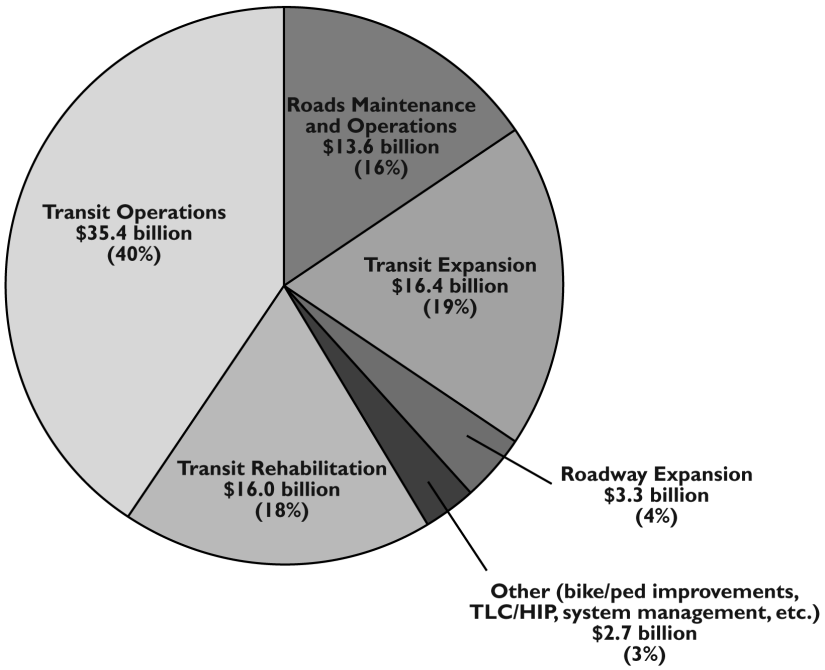
Page 1-17, Figure 1.2-4 should be replaced by the following revised figure:

Figure 1.2-4
Projected-25 Year Revenue Sources
$87.4 billion



Page 1-17, Figure 1.2-5 should be replaced by the following revised figure:

Figure 1.2-5
2001 Regional Transportation Plan
Total RTP Expenditures
$87.4 Billion

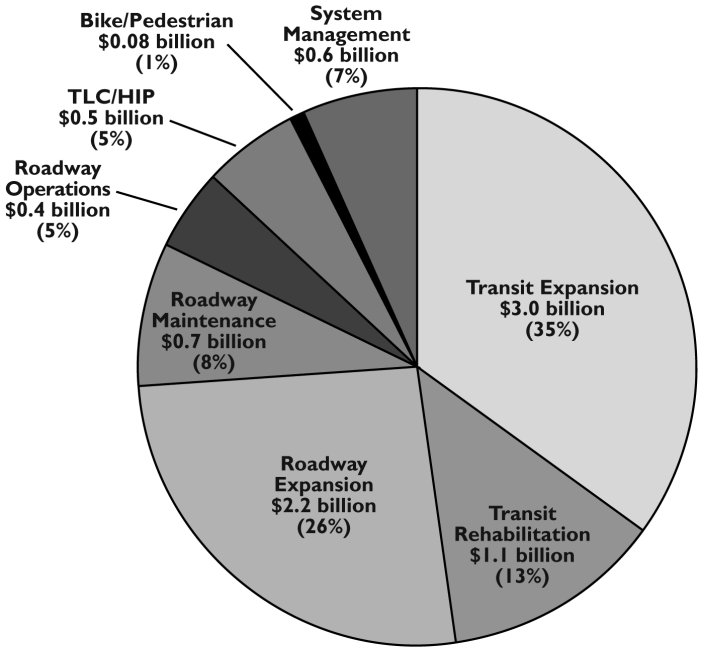


Page 1-18, Track 1 Investments subsection, first paragraph, first sentence:

The focus of the 2001 RTP is on priorities for the use of $8.6 ~~$7.7~~ billion Track 1 funds over the next 25 years.

Page 1-18, Figure 1.2-6 should be replaced by the following revised figure:

Figure 1.2-6
2001 Regional Transportation Plan
Track 1 Funds Spending Breakdown
$8.6 Billion



Page 1-19, first paragraph, first sentence, add footnote as follows:

The Regional Transit Expansion (RTEP) projects are identified in MTC Resolution 3427 adopting the final 2001 Regional Transportation Plan. Refer to Appendix G of the Final EIR on the 2001 RTP.

Page 1-19, Blueprint Investments subsection, first paragraph, second sentence:

These funding sources total $20.4 ~~$20.9~~ billion, and are described as follows:

Page 1-19, Blueprint Investments subsection, fourth bullet:

State sales tax on gasoline: ($5.8 ~~$6.3~~ billion)

Page 1-19, 2001 RTP Investments by Corridor subsection, last sentence, add footnote as follows:

The project listings for Committed Funding and Track 1 have been revised for the final 2001 Regional Transportation Plan. These revisions are reflected in Section 5 of the Final EIR on the 2001 RTP. See also MTC Resolution 3427 adopting the final 2001 RTP, included in Appendix G of the Final EIR on the 2001 RTP.

CHAPTER 2.1: TRANSPORTATION

Revise Text as Follows:

Page 2-10, Accessibility, second paragraph, second sentence:

Compared to 1998, accessibility <u>of households</u> to total jobs would generally decline for auto users and increase for transit users, due to the significant transit investments in both the No Project and Project alternatives (see Table 2.1-8).

Revise Table as Follows:

Table 2.1-8, page 2-11, title should read as follows:

Table 2.1-8: Accessibility <u>of Households</u> to Jobs Opportunities (1998 to 2025)

CHAPTER 2.2: AIR QUALITY

Revise Text as Follows:

Page 2-30, Cumulative Impacts, first paragraph, fourth sentence:

These trends are the effect of the stringent emission controls CARB has adopted for new engines and fuels. On the other hand, PM_{10} emissions increase compared to current conditions, because they are strongly influenced by growth in vehicle miles or travel, with lesser contributions from tire and brake wear and exhaust<u>.</u> ~~(~~It should be noted that while projected VMT is increasing <u>due to substantial increases in population, total employment, labor force, and interregional travel</u>, the rate of increase is lower than in the recent past: 1.47 percent compounded per year from 1998 to 2025, compared to 2.22 percent between 1990 and 1998~~)~~. <u>The attendant increase in travel and PM_{10} emissions is believed to represent a threat to public health according to BAAQMD.</u>

Revise Impacts and Mitigation Measures as Follows:

Page 2-30, Cumulative Impact:

2.2-2 PM_{10} emissions are projected to increase substantially due to projected regional growth and the attendant increase in travel. This is considered a cumulative impact. Projected increases in population, jobs, and income are the main contributors to the rise in VMT, the corresponding increase in PM_{10} emissions, and the associated increased public health risk. Roadway lane miles are projected to increase by only 5 percent by the year 2025, while population is expected to increase by 19 percent and jobs will increase by 33 percent. The overall transportation investment strategy in the RTP is expected to decrease projected PM_{10} emissions on a cumulative basis by including programs and projects to reduce the growth in VMT.

Page 2-31, Mitigation Measures, last sentence:

Further, if a Federal PM-10 attainment plan is required in the future, then MTC will ~~identify appropriate control measures for PM-10 emissions~~ cooperate with the BAAQMD and US EPA in future development of PM_{10} control strategies for motor vehicles which may be technological or travel behavior based, or both.

CHAPTER 2.3: ENERGY

Revise Text as Follows:

Page 2-35, first full paragraph, last sentence:

The overall energy efficiency estimated for the entire vehicle fleet today is ~~22~~ 21.9 mpg, remaining constant for the forecast period.

Page 2-37, Method of Analysis, first paragraph, second sentence:

As explained above, average on-road vehicle fuel economy rates in California are approximately ~~22~~ 21.9 miles per gallon in 2000 and are assumed to remain steady throughout the remainder of the planning period to 2025.

Page 2-37, Direct Impacts, first paragraph, second sentence:

Total energy usage is expected to increase by ~~28~~ 47 percent ~~between~~over 1998 ~~and 2025~~ for ~~both~~ the Project Alternative~~and the No Project~~.

Revise Tables as Follows:

Table 2.3-4, page 2-37, should be replaced with the following revised table:

Table 2.3-4: Daily Energy Use on Transportation Systems (BTUs in billions) (1998 to 2025)

Alternative	*On-Road Vehicle Use*	*Transit Use*[1]	*Total Energy*
1998	736	26	762
2025 No Project	1,099	29	1,128
2025 Project A	1,092	31	1,123
2025 Project B	1,092	30	1,122

1 Derived from projected miles of travel and energy intensities for rail and ferry modes calculated from data in APTA, *2000 Public Transportation Fact Book*, March 2000.

Source: Metropolitan Transportation Commission, 2001.

Table 2.3-5, page 2-38, should be replaced with the following revised table:

Table 2.3-5: Carbon Dioxide and Energy (BTUs in billions) (1998 to 2025)

	1998	*2025 No Project*	*2025 Project A*	*2025 Project B*
CO_2	473.1	687.5	671.9	667.6
Energy	762	1,128	1,123	1,122

Source: Metropolitan Transportation Commission, 2001.

Revise Text as Follows:

Page 2-38, Indirect/Cumulative Impacts, first paragraph, last two sentences:

There would also be cumulative impacts on energy consumption associated with the population and employment induced travel growth in the region between 1998 and 2025 of about ~~29~~ 47 percent. This is higher than the population and employment growth rates~~, but lower than the employment growth rate~~.

Revise Impacts as Follows:

Page 2-38, Cumulative Impact:

2.3-1 ~~There will be a cumulative impact in energy use resulting from growth in travel between 1998 and 2025.~~ Projected increases in population, jobs, and income are the main contributors to increased transportation energy consumption. Roadway lane miles are

projected to increase by only 5 percent by the year 2025, while population is expected to increase by 19 percent and jobs will increase by 33 percent.

CHAPTER 2.4: GEOLOGY AND SEISMICITY

Revise Figure as Follows:

Figure 2.4-3, page 2-49, change the legend for the Mostly Landslides category from "MA" to "MO".

Revise Project Impact Table as Follows:

Table 2.4-4, page 2-54, Golden Gate Corridor, fifth project:

	Doyle Drive Replacement – US 101 south of the Golden Gate Bridge	>45%

Table 2.4-5, page 2-57, Golden Gate Corridor, third project:

Doyle Drive Replacement – US 101 south of the Golden Gate Bridge

CHAPTER 2.5: BIOLOGICAL RESOURCES

Revise Mitigation Measures as Follows:

Impact 2.5-3, page 2-78, mitigation measure, first bullet, last sentence:

- Consultation shall also be conducted with the CDFG for transportation projects that could adversely affect State-listed candidate, or otherwise special status species, to determine the need for further consultation or permitting actions.

CHAPTER 2.6: WATER RESOURCES

Revise Project Impact Table as Follows:

Table 2.6-3, page 2-96, Golden Gate Corridor, sixth project:

	Doyle Drive Replacement – US 101 south of the Golden Gate Bridge	Adjacent to San Francisco Bay

Revise Mitigation Measures as Follows:

Impact 2.6-1, page 2-99, mitigation measure:

The SWPPP shall be consistent with the State Construction Storm Water General Permit, the *Manual of Standards for Erosion and Sedimentation Control* by the Association of Bay Area Governments, policies and recommendations of the local urban runoff program (city and/or county), and the recommendations of the RWQCB. Preparation of the SWPP shall include a survey of current and historical uses on any land to be converted to transportation uses in order to determine if hazardous chemicals were ever used or released and to identify remedial measures to protect surface and groundwater quality as necessary. Implementation of the SWPPP shall be enforced by inspecting agencies during the construction period via appropriate options such as citations, fines, and stop-work orders.

Impact 2.6-3, page 2-101, mitigation measure:

As the cumulative impacts of the transportation improvements in the 2001 RTP are the same as ~~the~~ d~~D~~irect i~~I~~mpacts 2.6-1 and 2.6-2 listed above, the mitigation measures for the cumulative impact ~~this impact~~ would ~~also~~ be the same as for the direct impacts.

The MTC shall require that the project sponsors comply with CEQA (and NEPA if appropriate) prior to project approval by MTC. Project sponsor shall commit to mitigation measures at the time of certification of each project environmental document. To mitigate the potential for impacts from construction activities, local permitting agencies shall require preparation and implementation of a SWPPP.

To reduce the long-term potential for additional runoff and erosion, decreased drainage area and groundwater resulting from the increase in paved surfaces, MTC shall require implementation of the mitigation measures listed above for Impact 2.6-2.

CHAPTER 2.7: VISUAL RESOURCES

Revise Project Impact Table as Follows:

Table 2.7-1, page 2-110, Golden Gate Corridor, fifth project:

Doyle Drive Replacement – US 101 south of the Golden Gate Bridge	This project would widen the highway located at the northern terminus of an eligible scenic highway.

CHAPTER 2.8: NOISE

Revise Mitigation Measures as Follows:

Impact 2.8-2, page 2-132, mitigation measure, third bullet:

- Insulation of public, and under rare circumstance private, buildings or construction of noise barriers around sensitive receptor properties.[9] [Footnote (9): Currently, neither FHWA nor Caltrans are permitted to install insulation in private residences, except under rare circumstances.]

CHAPTER 2.9: CULTURAL RESOURCES

Revise Project Impact Table as Follows:

Table 2.9-2, page 2-142, Golden Gate Corridor, third project:

Doyle Drive – US 101 south of the Golden Gate Bridge	This project would widen the highway and construct elevated structures and could affect historic and archaelogical resources if present.

CHAPTER 2.10: POPULATION, HOUSING, AND SOCIAL ENVIRONMENT

Revise Project Impact Table as Follows:

Table 2.10-9, page 2-160, Eastshore-South Corridor, third project:

~~Tinker Ave. extension from Main St. to Webster St.~~	~~Extension could displace existing public institutional uses. Community disruption could also occur.~~

CHAPTER 2.11: LAND USE

Revise Criteria of Significance as Follows:

Criterion 1, page 2-171:

- **Criterion 1: Converts resource land to transportation use.** Implementation of the 2001 RTP would have a potentially significant impact if it converts important agricultural lands, open space, mineral resources, or other natural resources for the development of transportation

facilities. Such conversion from natural resource use would be significant whether or not the proposed facility is consistent with local or regional plans.

Revise Text as Follows:

Page 2-171, Conversion of Resource Land to Transportation Use, first paragraph, third sentence:

Important natural resource lands include prime agricultural lands designated by the State of California, Department of Conservation Mines and Geology Mineral Resource Zones 2 and 3 (MRZ-2 and MRZ-3), and parks and open space lands in public ownership or control.

Page 2-172, Direct Impacts, Conversion of Resource Land, first paragraph, first sentence:

Table 2.11-4 identifies the transportation improvements in the 2001 RTP that could result in the conversion of agricultural, open space, mineral resource, and natural resource lands to transportation use.

Revise Project Impact Tables as Follows:

Table 2.11-4, page 2-173, Golden Gate Corridor, third, fifth, and sixth projects:

	US 101 northbound and southbound HOV lanes between Marin County line and Old Redwood Highway	Conversion of adjacent agricultural lands; Conversion of adjacent MRZ-2 lands
	US 101/Tiburon Boulevard interchange improvements: widen southbound offramp	Conversion of adjacent MRZ-3 lands
	Doyle Drive Replacement – US 101 south of the Golden Gate Bridge	Conversion of parklands for minimal right of way requirements

Table 2.11-4, page 2-173, North Bay East-West Corridor, first and second projects:

North Bay East-West	Widen Rte. 12 from 2 to 4 lanes between I-80 and Rte. 29 (Jameson Canyon)	Conversion of adjacent prime agricultural lands and grazing lands; Conversion of adjacent MRZ-3 lands
	Route 12/29 grade separation	Conversion of adjacent MRZ-3 lands

Table 2.11-4, page 2-173, Eastshore-North Corridor, fourth project:

	Extend I-80 westbound HOV lane from north of Cummings Skyway to Route 4	Conversion of adjacent MRZ-3 lands

Table 2.11-4, page 2-173, Delta Corridor, first project:

Delta	Upgrade Route 4 to full freeway from I-80 to Cummings Skyway	Conversion of adjacent grazing lands; Conversion of adjacent MRZ-3 lands

Table 2.11-4, page 2-173, Eastshore-South Corridor, first, third, and fourth projects:

Eastshore-South	Widen Union City Blvd. from 4 to 6 lanes from Paseo Padre Ave. to Industrial Pkwy.	Conversion of adjacent prime agricultural lands; Conversion of adjacent MRZ-2 lands
	Widen Thornton Ave. from 2 lanes to 4 lanes between Gateway Blvd. To Hickory St.	Conversion of adjacent MRZ-2 lands
	Route 238 (Hayward Bypass); four lane expressway from Harder to Industrial Parkway	Conversion of adjacent MRZ-2 and MRZ-3 lands

Table 2.11-4, page 2-173, Fremont-South Bay Corridor, second project:

	Route 84 southbound HOV extension from Newark Blvd. to I-880	Conversion of adjacent MRZ-2 lands

Table 2.11-4, page 2-173, Silicon Valley Corridor, third project:

	Widen US 101 from 6 to 8 lanes with HOV lanes from Metcalf Road to Cochrane Road	Conversion of adjacent MRZ-2 and MRZ-3 lands

Table 2.11-4, page 2-173, Diablo Corridor, first project:

Diablo	Route 24 eastbound auxiliary lanes from Gateway Boulevard to Brookwood Road/Moraga Way in Orinda	Conversion of adjacent MRZ-2 lands

Table 2.11-4, page 2-173, Tri-Valley Corridor, first project:

Tri-Valley	Widen I-580 to add an HOV land in each direction from west of Tassajara Road in Pleasanton to east of Vasco Road in Livermore	Conversion of adjacent MRZ-2 lands

Table 2.11-4, page 2-173, Peninsula Corridor, first project:

Peninsula Corridor	Route 92 from US 101 to Route 280: add westbound passing lane	Conversion of adjacent MRZ-3 lands

Revise Impacts and Mitigation Measures as Follows:

Page 2-175, Impact 2.11-1:

Construction of certain transportation improvements in the 2001 RTP, such as the expansion of existing facilities and the construction of new facilities, could convert resource lands, including prime agricultural lands designated by the State of California, Department of Conservation Mines and Geology Mineral Resource Zones 2 and 3 (MRZ-2 and MRZ-3), and parks and open space lands in public ownership or control, to transportation uses.

Impact 2.11-1, page 2-175, mitigation measure, fourth bullet:

The purchase of agricultural land conservation easements on land of at least equal quality and size as partial compensation for the direct loss of agricultural land.

CHAPTER 3.1: ALTERNATIVES TO THE PROJECT

Revise Text as Follows:

Page 3-3, Blueprint 2 Alternative (Alternative 4), second sentence:

Potential funding sources include higher federal and state gasoline taxes, a state sales tax for transportation, even higher bridge tolls, etc.

Revise Tables as Follows:

Table 3-1.3, page 3-4, title should read as follows:

Table 3.1-3: Accessibility of Households to Jobs (1998-2025)

Table 3.1-6, page 3-7, should be replaced with the following revised table:

Table 3.1-6: Average Daily Vehicle Miles Traveled (VMT), Energy (billions of BTUs), and Emission Estimates using EMFAC 7G Factors (tons/day) (1998 to 2025)

	1998	*2025 No Project*	*2025 Project A*	*2025 Project B*	*System Management*	*Blueprint 1*	*Blueprint 2*
Average Daily VMT (000s)	128,369	191,768	190,587	190,450	189,976	190,163	189,391
ROG	178.40	49.3	46.8	46.52	46.40	46.5	46.3
PM_{10}	64.0	91.9	91.4	91.3	91.1	91.1	90.7
CO	2,044.36	795.3	779.3	777.4	774.2	776.3	773.72
NO_X	251.37	146.5	146.3	147.4	145.9	147.2	146.70
CO_2	473.1	687.5	671.9	667.6	666.4	669.2	666.5
Energy	762	1,128	1,123	1,122	1,120	1,131	1,153

Source: Metropolitan Transportation Commission, 2001.

Table 3.1-7, column 1, page 3-9, should be modified as follows:

Energy
The No Project alternative uses ~~less~~ slightly higher energy for vehicle and transit operations compared to the Project ~~and the other a~~ Alternative~~s~~. It would use the least energy for construction since it does not implement any new projects other than those that are already committed.

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3 List of Comments Received on the Draft EIR

A total of 18 letters were received during the 45-day comment period, from August 10, 2001 through September 28, 2001. Although several comments were received late, they are responded to in this Final EIR. Each letter has been numbered. Comments have been delineated and numbered consecutively within each letter. The following table lists the comment letters received. Reproductions of the letters and responses are included in Section 4 of this document.

Organization	*Letter*	*Date*	*Signatory*
Department of Fish and Game	1	8/31/01	Robert W. Floerke, Central Coast Regional Manager
Department of Toxic Substances	2	9/19/01	Barbara J. Cook, Chief Northern California Coastal Cleanup Operations Branch
Department of Transportation	3	9/28/01	Randell H. Iwasaki, Acting District Director
Department of Transportation	3.1	10/3/01	Joan Boruki, Chief, Office of Deployment Planning
Bay Area Air Quality Management District	4	9/28/01	Ellen Garvey, Executive Officer/Air Pollution Control Officer
City of Alameda	5	9/27/01	Cynthia Eliason, Planning Manager
MTC Advisory Council	6	9/26/01	Miriam L. Gholikely
	7	9/28/01	Christopher Pederson
Sierra Club, Bay Chapter	8	9/28/01	Kathleen Nimr, Chair, Transportation and Compact Growth Committee
Department of Conservation	9	9/27/01	Kenneth E. Trott, Environmental Coordinator
Governor's Office of Planning and Research	10	10/1/01	Terry Roberts, Senior Planner, State Clearinghouse
Governor's Office of Planning and Research	11	10/1/01	Terry Roberts, Senior Planner, State Clearinghouse
Santa Cruz County Regional Transportation Commission	12	9/28/01	Linda Wilshusen, Executive Director
Bay Area Transportation and Land Use Coalition	13	10/3/01	Rebecca Kaplan
Transportation Solutions Defense and Education Fund	14	10/1/01	David Schonbrunn, President
Latino Issues Forum	15	10/3/01	Enrique Gallardo, Senior Program Manager
Bike the Bridge! Coalition	16	10/3/01	Jason Meggs, East Bay Coordinator
Marin County Bicycle Coalition	17	10/3/01	Debbie Hubsmith, Executive Director
Northwest Information Center	18	9/20/01	K. Thorne for Leigh Jordan, Coordinator

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4 Comments and Responses to the Draft EIR

This section contains copies of the comment letters received on the Draft EIR on the 2001 Regional Transportation Plan (2001 RTP) and the responses to them. Each comment letter is numbered, and each individual comment is lettered in the right-hand margin. The pages following the letter list the responses to the comments using the same number-letter combination.

Where possible, the information and/or revisions suggested in these comment letters have been incorporated into the Final EIR. These revisions are included in Section 2 of this document.

All documents incorporated herein by reference are available for review at the MTC offices located at:

Joseph P. Bort MetroCenter
101 Eighth Street
Oakland, CA 94607

State of California - The Resources Agency
GRAY DAVIS, Governor
DEPARTMENT OF FISH AND GAME
http://www.dfg.ca.gov
POST OFFICE BOX 47
YOUNTVILLE, CALIFORNIA 94599
(707) 944-5500

August 31, 2001

Flex your POWER

Ms. Ashley Nguyen
Metropolitan Transportation Commission
101 Eighth Street
Oakland, CA 94607

1

Dear Ms. Nguyen:

Draft Environmental Impact Report
2001 Regional Transportation Plan
for the San Francisco Bay Area

Department of Fish and Game (Department) personnel have reviewed the Draft Environmental Impact Report (DEIR) and have the following comments.

The mitigation discussion on page 2-78 for impact 2.5-3 states that "Consultation with the USFWS (U. S. Fish and Wildlife Service) shall be conducted at an informal level for transportation projects that could adversely affect federal candidate, threatened, or endangered species to determine the need for further consultation or permitting actions." The Department requests that similar language be incorporated in the EIR to provide for an appropriate level of consultation by the Department for State-listed, candidate, or otherwise special status species.

1

If you have any questions regarding these comments, please contact Mr. Eric Tattersall, Environmental Specialist, at (707) 944-5546; or Mr. Scott Wilson, Habitat Conservation Supervisor, at (707) 944-5584.

Sincerely,

Robert W. Floerke
Regional Manager
Central Coast Region

LETTER 1 CALIFORNIA DEPARTMENT OF FISH AND GAME, AUGUST 31, 2001

1-A The requested language regarding consultation with the Department of Fish and Game for State-listed, candidate, or otherwise special status species has been incorporated into the revised mitigation measure for Impact 2.5-3 in Section 2 of this document.

Department of Toxic Substances Control

Edwin F. Lowry, Director
700 Heinz Avenue, Bldg. F, Suite 200
Berkeley, California 94710-2721

Winston H. Hickox
Secretary for
Environmental
Protection

Gray Davis
Governor

September 19, 2001

Ms. Ashley Nguyen
Metropolitan Transportation Commission
101 Eighth St.
Oakland, CA 94607

2

Dear Ms. Nguyen:

Thank you for the opportunity to comment on the Draft Environmental Impact Report (EIR) (SCH # 2001032141) for the 2001 Regional Transportation Plan (RTP) for the San Francisco Bay Area. As you may be aware, the California Department of Toxic Substances Control (DTSC) oversees the cleanup of sites where hazardous substances have been released pursuant to the California Health and Safety Code, Division 20, Chapter 6.8. As a Resource Agency, DTSC is submitting comments to ensure that the environmental documentation prepared for this project adequately addresses any required remediation activities related to a hazardous substances release.

After having reviewed the Draft EIR, there are several issues of concern that need to be addressed in the individual CEQA documents that will be prepared for future transportation projects under the RTP. For example, if buildings on residential, commercial, or industrial land need to be removed for construction purposes, historical assessments of the properties should be conducted to determine if chemicals were ever used or released. Depending on the results of the assessment, soil and/or groundwater sampling may be necessary. Similarily, the draft EIR notes that for a number of projects, the conversion of agricultural land to transportation use will occur. For these projects, a historical survey should also be conducted to determine whether pesticides were applied. If so, soil and groundwater samples should be collected in order to determine the chemical levels and extent of pesticide contamination. Likewise, if projects occur near waterways or bodies of water, the condition of the water should be reviewed for chemical content. The impacts of the specific projects from and to groundwater and/or surface water should be addressed. If hazardous substances have been released, they will need to be addressed as part of the projects.

2-A

2-B

2-C

For example, if the remediation activities include the need for soil excavation, the CEQA document should include: (1) an assessment of air impacts and health impacts associated with the excavation activities; (2) identification of any applicable local standards which may be exceeded by the excavation activities, including dust levels and noise; (3) transportation impacts from the removal or remedial activities; and (4)

2-D

risk of upset should be there an accident at the Site.

DTSC can assist lead agencies in overseeing characterization and cleanup activities through our Voluntary Cleanup Program. A fact sheet describing this program is enclosed. We are aware that such projects are typically on a compressed schedule, and in an effort to use the available review time efficiently, we request that DTSC be included in future meetings where issues relevant to our statutory authority are discussed. **2-E**

DTSC is currently administering the $85 million Urban Cleanup Loan Program, which will provide low-interest loans to investigate and cleanup hazardous materials at properties where redevelopment is likely to have a beneficial impact to a community. The program is composed of two main components: low interest loans of up to $100,000 to conduct preliminary endangerment assessments of underutilized properties; and loans of up to $2.5 million for the cleanup or removal of hazardous materials also at underutilized urban properties. These loans are available to developers, businesses, schools, and local governments. A fact sheet regarding this program is attached for your information. **2-F**

Please contact Homayune Atiqee of my staff at (510) 540-3816 if you have any questions or would like to schedule a meeting. Thank you in advance for your cooperation in this matter.

Sincerely,

Barbara J. Cook, P.E., Chief
Northern California - Coastal Cleanup
Operations Branch

Enclosures

cc: without enclosures

Governor's Office of Planning and Research
State Clearinghouse
P.O. Box 3044
Sacramento, California 95812-3044

Guenther Moskat
CEQA Tracking Center
Department of Toxic Substances Control
P.O. Box 806
Sacramento, California 95812-0806

Urban Cleanup Loan Program

Overview

California is on the leading edge when it comes to programs and policies to stimulate the redevelopment of Brownfields – abandoned, idled or under-used properties where expansion or redevelopment is complicated by real or perceived environmental contamination. Frequently, these properties, once the source of jobs and economic benefits to the entire community, lie abandoned for fear of the contamination and the liability it implies.

The $85 million Urban Cleanup Loan Program – which is currently under development by the Department of Toxic Substances Control – will provide new financial assistance tools to help developers, businesses, schools and local governments accelerate the pace of cleanup and redevelopment at these sites.

There will be two main components:

Investigating Site Contamination Program

- Provides low-interest loans of up to $100,000 to conduct preliminary endangerment assessments of underutilized urban properties.
- Loan repayment over a period of two years, if loan recipient buys the property.
- If property is determined not to be economically feasible to purchase, up to 75 percent of the loan amount can be waived by the State.

Cleanup Loans and Environmental Assistance (CLEAN) Program

- Provides low-interest loans of up to $2.5 million for the cleanup or removal of hazardous materials at properties where redevelopment is likely to have a beneficial impact on the property values, economic viability and quality of life of a community.

Restoring contaminated property can help bring life and strength to a community. Making a once toxic area viable again means more jobs, an enhanced tax base and a sense of optimism about the future. Together, the programs that make up California's Urban Cleanup Loan Program will make it easier for such sites to be redeveloped and become vital, functioning parts of their communities.

For more information, call (916) 324-0706.

California Environmental Protection Agency

DEPARTMENT OF TOXIC SUBSTANCES CONTROL

The Voluntary Cleanup Program

In 1993, the California Environmental Protection Agency's Department of Toxic Substances Control (DTSC) introduced this streamlined program to protect human health and the environment, ensure investigation and cleanup is conducted in an environmentally sound manner and facilitate the reuse and redevelopment of these same properties. Using this program, corporations, real estate developers, other private parties, and local and state agencies entering into Voluntary Cleanup Program agreements will be able to restore properties quickly and efficiently, rather than having their projects compete for DTSC's limited resources with other lower-priority hazardous waste sites. This fact sheet describes how the Voluntary Cleanup Program works.

Prior to initiation of the Voluntary Cleanup Program, project proponents had few options for DTSC involvement in cleaning up low-priority sites. DTSC's statutory mandate is to identify, prioritize, investigate and cleanup sites where releases of hazardous substances have occurred. For years, the mandate meant that, if the site presented grave threat to public health or the environment, then it was listed on the State Superfund list and the parties responsible conducted the cleanup under an enforcement order, or DTSC used state funds to do so. Because of staff resource limitations, DTSC was unable to provide oversight at sites which posed lesser risk or had lower priority.

DTSC long ago recognized that no one's interests are served by leaving sites contaminated and unusable. The Voluntary Cleanup Program allows motivated parties who are able to fund the cleanup – and DTSC's oversight – to move ahead at their own speed to investigate and remediate their sites. DTSC has found that working cooperatively with willing and able project proponents is a more efficient and cost-effective approach to site investigation and cleanup. There are four steps to this process:

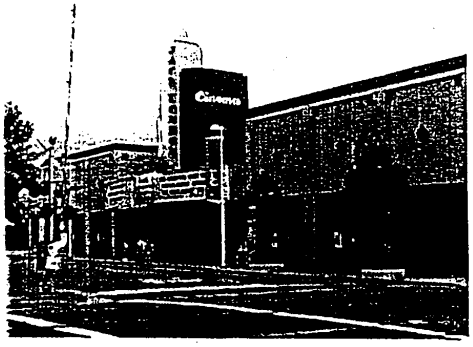
- √ **Eligibility and Application**
- √ **Negotiating the Agreement**
- √ **Site Activities**
- √ **Certification and Property Restoration**

The rest of this fact sheet describes those steps and gives DTSC contacts.

The Voluntary Cleanup Program

Step 1: Eligibility and Application

Most sites are eligible. The main exclusions are if the site is listed as a Federal or State Superfund site, is a military facility, or if it falls outside of DTSC's jurisdiction, as in the case where a site contains only leaking underground fuel tanks. Another possible limitation is if another agency currently has oversight, e.g. a county (for underground storage tanks). The current oversight agency must consent to transfer the cleanup responsibilities to DTSC before the proponent can enter into a Voluntary Cleanup Program agreement. Additionally, DTSC can enter into an agreement to work on a specified element of a cleanup (risk assessment or public participation, for example), if the primary oversight agency gives its consent. The standard application is attached to this fact sheet.



Jack London Square Theater, Oakland: Under the Voluntary Cleanup Program, a nine-screen theater was built atop a former Pacific Gas & Electric town gas site, creating a regional entertainment hub.

If neither of these exclusions apply, the proponent submits an application to DTSC, providing details about site conditions, proposed land use and potential community concerns. No fee is required to apply for the Voluntary Cleanup Program.

Romero Ranch, Santa Nella: A Voluntary Cleanup Agreement enabled the Nature Conservancy to use the land to preserve natural habitat and promote wildlife development rights.

Step 2: Negotiating the Agreement

Once DTSC accepts the application, the proponent meets with experienced DTSC professionals to negotiate the agreement. The agreement can range from services for an initial site assessment, to oversight and certification of a full site cleanup, based on the proponent's financial and scheduling objectives.

The Voluntary Cleanup Program agreement specifies the estimated DTSC costs, project scheduling, and DTSC services provided. Because every project must meet the same legal and technical cleanup requirements as State Superfund sites, and because DTSC staff provide oversight, the proponent is assured that the project will be completed in an environmentally sound manner.

CALIFORNIA ENVIRONMENTAL PROTECTION AGENCY
DEPARTMENT OF TOXIC SUBSTANCES CONTROL
SITE MITIGATION STATEWIDE CLEANUP OPERATIONS

VOLUNTARY CLEANUP PROGRAM APPLICATION

The purpose of this application is to obtain information necessary to determine the eligibility of the site for acceptance into the Voluntary Cleanup Program. Please use additional pages, as necessary, to complete your responses.

SECTION 1 PROPONENT INFORMATION

Proponent Name _____

Principal Contact Name

Phone ( )

Address _____

_____

Proponent's relationship to site

_____

_____

Brief statement of why the proponent is interested in DTSC services related to site

SECTION 2 SITE INFORMATION

Is this site listed on Calsites? ☐ Yes ☐ No
If Yes, provide specific name and number as listed

Name of Site _____

Address _____ City _____ County _____ ZIP _____

(Please attach a copy of an appropriate map page)

SECTION 2 SITE INFORMATION (continued)

Current Owner

Name _____

Address _____

Phone = ( )

Background: Previous Business Operations

Name _____

Type _____

Years of Operation _____

If known, list all previous businesses operating on this property

_____

_____

_____

What hazardous substances/wastes have been associated with the site?

_____

_____

_____

What environmental media is/was/may be contaminated?

☐ Soil ☐ Air ☐ Groundwater ☐ Surface water

Has sampling or other investigation been conducted? ☐ Yes ☐ No

Specify

_____

_____

If Yes, what hazardous substances have been detected and what were their maximum concentrations?

_____

_____

_____

SECTION 2 SITE INFORMATION (continued)

Are any Federal, State or Local regulatory agencies currently involved with the site? ☐ Yes ☐ No
If Yes, state the involvement, and give contact names and telephone numbers

Agency	Involvement	Contact Name	Phone

What is the future proposed use of the site?

What oversight service is being requested of the Department?

☐ PEA ☐ RI/FS ☐ Removal Action ☐ Remedial Action ☐ RAP ☐ Certification
☐ Other (describe the proposed project)

Is there currently a potential of exposure of the community or workers to hazardous substances at the site?
☐ Yes ☐ No If Yes, explain

SECTION 3 COMMUNITY PROFILE INFORMATION

Describe the site property (include approximate size)

Describe the surrounding land use (including proximity to residential housing, schools, churches, etc.)

Describe the visibility of activities on the site to neighbors

SECTION 3 COMMUNITY PROFILE INFORMATION (continued)

What are the demographics of the community (e.g., socioeconomic level, ethnic composition, specific language considerations, etc.)?

Local Interest
Has there been any media coverage?

Past Public Involvement
Has there been any past public interest in the site as reflected by community meetings, ad hoc committees, workshops, fact sheets, newsletters, etc.?

Key Issues and Concerns
Have any specific concerns/issues been raised by the community regarding past operations or present activities at the site?

Are there any concerns/issues anticipated regarding site activities?

Are there any general environmental concerns/issues in the community relative to neighboring sites?

Key Contacts
Please attach a list of key contacts for this site, including: city manager; city planning department; county environmental health department, local elected officials; and any other community members interested in the site. (Please include addresses and phone numbers.)

SECTION 4 CERTIFICATION

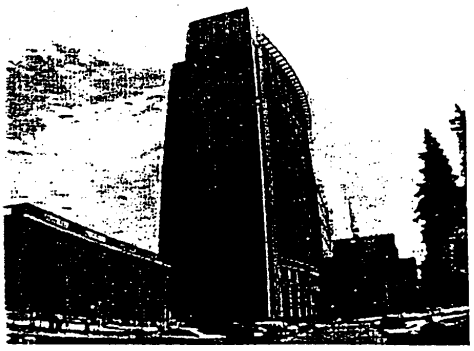
The signatories below are authorized representatives of the Project Proponent and certify that the preceding information is true to the best of their knowledge.

Proponent Representative | Date | Title

In the agreement, DTSC retains its authority to take enforcement action, if, during the investigation or cleanup, it determines that the site presents a serious health threat, and proper and timely action is not otherwise being taken. The agreement also allows the project proponent to terminate the Voluntary Cleanup Program agreement with 30 days written notice if they are not satisfied that it is meeting their needs.

Step 3: Site Activities

Prior to beginning any work, the proponent must have: signed the Voluntary Cleanup Program agreement; made the advance payment; and committed to paying all project costs, including those associated with DTSC's oversight. The project manager will track the project to make sure that DTSC is on schedule and within budget. DTSC will bill its costs quarterly so that large, unexpected balances should not occur.



The new Federal Courthouse, Sacramento: The largest construction project in the city's history benefited from the Voluntary Cleanup Program when cleaning up a railyard site.

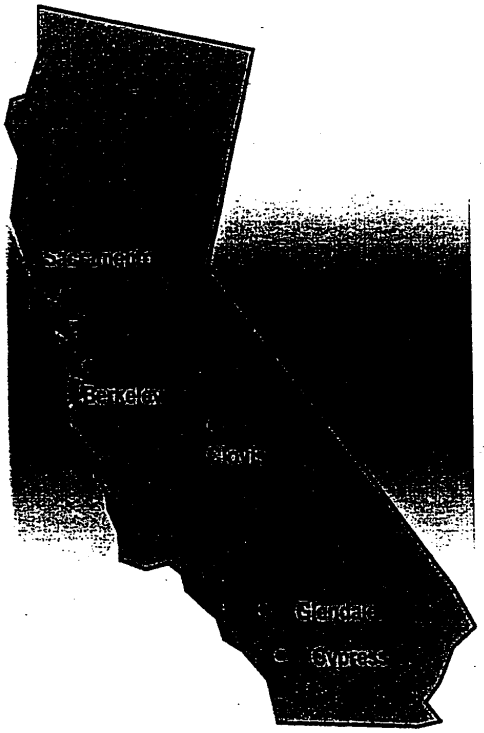
Once the proponent and DTSC have entered into a Voluntary Cleanup Program agreement, initial site assessment, site investigation or cleanup activities may begin. The proponent will find that DTSC's staff includes experts in every vital area. The assigned project manager is either a highly qualified Hazardous Substances Scientist or Hazardous Substances Engineer. That project manager has the support of well-trained DTSC toxicologists, geologists, engineers, industrial hygienists, specialists in public participation, and other technical experts.

The project manager may call on any of these specialists to join the team, providing guidance, review, comment and, as necessary, approval of individual documents and other work products. That team will also coordinate with other agencies, as appropriate, and will offer assistance in complying with other laws as needed to complete the project.

Step 4: Certification and Property Restoration

When remediation is complete, DTSC will issue either a site certification of completion or a "No Further Action" letter, depending on the project circumstances. Either means that what was, "The Site," is now property that is ready for redevelopment or other reuse.

To learn more about the Voluntary Cleanup Program, contact the DTSC representative in the Regional office nearest you:



DTSC office locations

North Coast California
Lynn Nakashima / Janet Naito
700 Heinz Avenue, Suite 200
Berkeley, California 94710-2721
(510) 540-3839 / (510) 540-3833

Central California
Megan Cambridge
10151 Croydon Way, Suite 3
Sacramento, California 95827
(916) 255-3727

Central California – Fresno Satellite
Tom Kovac
1515 Tollhouse Road
Clovis, California 93611
(209) 297-3939

Southern California (Glendale and Cypress)
Rick Jones
1011 Grandview Avenue
Glendale, California 91201
(818) 551-2862

Additional information on the Voluntary Cleanup Program and other DTSC Brownfields initiatives is available on DTSC's internet web page:

http://www.dtsc.ca.gov

LETTER 2 DEPARTMENT OF TOXIC SUBSTANCES CONTROL, SEPTEMBER 19, 2001

2-A As noted in this comment letter, the issues it raises regarding historical assessments, surveys, or other requirements prior to implementation of specific future transportation projects under the RTP, will be addressed in the site-specific environmental review of those projects. Language addressing these comments has been incorporated into the revised mitigation measure for Impact 2.6-1 in Section 2 of this document.

2-B Please refer to the response to comment 2-A.

2-C Please refer to the response to comment 2-A.

2-D Please refer to the response to comment 2-A.

2-E Comment noted. MTC will consult with the Department of Toxic Substances Control ("DTSC") on future projects regarding issues relevant to DTSC's statutory authority as necessary and appropriate.

2-F Comment noted.

STATE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY GRAY DAVIS, Governor

DEPARTMENT OF TRANSPORTATION
P. O. BOX 23660
OAKLAND, CA 94623-0660
(510) 286-4444
TDD (510) 286-4454

September 28, 2001

File #GEN004001
SCH #2001032141

Ms. Ashley Nguyen
Project Manager
Metropolitan Transportation Commission
101 Eighth Street
Oakland, CA 94607

3

Dear Ms. Nguyen:

Draft Environmental Impact Report for the 2001 Regional Transportation Plan and the Draft Regional Transportation Plan for the San Francisco Bay Area – August 2001

Thank you for including the California Department of Transportation (Department) in the environmental review process for the 2001 Regional Transportation Plan (RTP), a policy and action document that will shape the future of the Bay Area's complex and varied transportation system for years to come.

3-A

We have reviewed the Draft Environmental Impact Report (DEIR) and the Draft Regional Transportation Plan for the San Francisco Bay Area – August 2001, and have the following comments to offer. Please note that most of the comments here are project specific, and relate to the RTP itself; comments on the DEIR are found at the end of this letter.

OVERVIEW

The Department commends the Metropolitan Transportation Commission (MTC) for its extensive public outreach campaign to gather significant public input into the planning process in general, and the draft RTP in particular. We concur with many of the messages received from the public, including the need to get more out of our existing transportation resources, to address the growing problem of congestion and inadequate transit service, to simplify the transportation decision-making process, and to recognize the strong link between land use and transportation. We look forward to working with MTC on these important concerns.

INVESTMENTS

Joint Regional/County Selection

We suggest this subtitle be restated as "State/Regional/County Selection."

We note on page 54 (2nd paragraph) that "MTC expects the region to receive about **$1 billion in ITIP funds over the next 25 years.** This is about **21 percent** of the projected statewide total. Of this amount, about 70 percent ($700 million) is slotted for investment in **highway expansion** projects, while the remaining 30 percent ($300 million) is invested in **transit expansion** projects."

While funding estimates are a necessary starting point for long range planning, it should be noted that the California Transportation Commission (CTC) STIP Guidelines (Page 15-Section 34-Interregional Program Objectives) state that "there is no expectation that STIP interregional improvements will be

evenly spread across the State, and the spreading of funding among regions is not a Commission objective for the interregional program."

The Draft RTP further states on Page 53 that "The ITIP funds are primarily used to supplement funding for projects identified in the county-level Track 1 proposals." However, the county-level Track 1 project listings where ITIP funding assumptions have been indicated do not identify the other sources of funds that the ITIP is expected to "supplement." It would be much more informative to display all funding contributions (Federal, State [ITIP/TCRP/SHOPP], Regional, County Measure, etc).

A second inconsistency noticed within the project list presentation is that some SHOPP funded projects have been listed (RTP ID#s-94020, 94621, 94691, 98217) within the corridors and many others have not. If a decision is made to include all projects (committed) that are in the current 10-year SHOPP Plan, please refer to the project list attached to this letter. We used the RTP database outline provided, as a base for creating the SHOPP project list.

BAY AREA TRAVEL CORRIDORS

The Department supports the multimodal corridor approach to transportation planning and the recognition that effective transportation solutions must cross several county jurisdictions and often into adjacent regions. This is where the State's existing Interregional Road System (IRRS) routes and Intercity Rail lines will continue to play a vital role in the movement of people and goods across the State. The new "Interregional Gateways" section is a valuable addition to the 2001 Regional Transportation Plan and a good way to link the region's goals, objectives, and project priorities with those outlined in the statewide Interregional Transportation Strategic Plan (ITSP).

Further, we agree with the statement on page 59 that these multimodal travel corridors are "more relevant than political jurisdictions or the ownership or operation of the various infrastructure segments." Integrated planning across all transportation modes, with an emphasis on strengthening intermodal connections and managing our existing systems for maximum efficiency, is where our greatest opportunities reside.

Toward that end, we have recently integrated our District 4 Transportation Corridor Concept Report (TCCR) and Traffic Operations Strategies (TOPS) efforts. As owner-operators of the State Highway System (SHS) we began by identifying the distinct SHS routes corresponding to the 14 RTP defined multi-modal corridors. Of the 56 SHS routes which traverse the MTC region, we have developed GIS-based mapsets to analyze the 24 SHS routes which tend to serve as the primary travel arteries within the RTP corridors.

The aim of our TCCR/TOPS integration effort is to blend the goals and project lists of the State's ITSP, the region's RTP, and the nine countywide plans into a consensus-based, long-range concept which provides for the safe and efficient operation of the corridors while maximizing the movement of people & goods through our region. Another goal of our effort is to develop an "ideal" project implementation sequence strategy to achieve these concepts within each corridor.

The concepts for the **State Highway System** routes include:

- High Occupancy Vehicle (HOV) Lane systems including freeway-to-freeway connectors, HOV bypass lanes at metering locations;
- Metering Systems with managed gateways & bottlenecks to handle recurrent congestion;
- Transportation Management System (TMS)/Intelligent Transportation System (ITS) elements, consisting of incident management, metering, motorist information and traffic surveillance systems all managed from State and local Transportation Management Centers (TMC's);
- Operational Improvements such as auxiliary lanes, channelization, etc.;
- Truck lane improvements where appropriate.

The **Transit Element** of the concept will be an integration of the ITSP, the California Passenger Rail System 20-Year Improvement Plan and the Regional Transit Expansion Policy now under development as part of the 2001 RTP process.

The **Intermodal Connectivity Element** of the concept includes locations where State infrastructure has the greatest potential for enhancing the connection between travel modes and integrating with local Livable Communities efforts..

Please see the side-by-side table attached to this letter which shows how the 2001 RTP corridors were delineated further where necessary for analysis of individual State Highway Systems (SHS) routes.

GENERAL COMMENTS ON REVIEWING THE RTP PROJECT LISTS:

While reviewing the Draft 2001 RTP and the companion Project Notebook, we noticed the following issues that made the review of projects somewhat difficult:

- Lack of a cross-referenced system to link various "Unique Project Identifiers" such as RTP ID#, TIP ID#, Department Project Expenditure Authorization (EA#).
- Lack of Geographic Location reference: For projects on the State Highway System, the standard reference we use is the County-Route-Post Mile (PM) location. Use of this not only helps to clarify the project scope but also assists in the placement of these projects on Geographic Information System (GIS) maps.
- Having the complete list of Blueprint projects in the back of the Project Notebook was confusing and cumbersome to assemble the entire corridor development picture.
- Many projects are listed in more than one category (committed, Track 1, Blueprint) and several are in all three categories with different RTP numbers for each phase, which makes the cross-referencing with TIP ID #s and EA #s all the more difficult.
- It would be helpful if projects that are part of more than one corridor could be shown and referenced in each corridor.

COMMENTS SPECIFIC TO EACH RTP CORRIDOR:

SAN FRANCISCO BAY REGION:

California Dept.of Transportation District 4 - SF Bay Regional Programs/Projects (not mapped)

Questions, Comments, & Clarifications:

RTP ID#:

21013: Rehabilitation of Bay Area state-owned toll bridges have a Total Project Cost of $367.0 million per 10-year plan.

21015: Seismic retrofit of Bay Area state-owned toll bridges have a Total Project Cost of $4,637.0 million.

MTC's GOLDEN GATE CORRIDOR: Existing TIP = $0; Future TIP Assumed = $218 million

TCCR/TOPS Corridor #1. US-101 North (Golden Gate Bridge to Sonoma/Mendocino County line)

Questions, Comments, & Clarifications:

RTP ID #:

94684: Channelize and widen shoulders of Route 12 from Melita to Kenwood has already been constructed and can be removed from the "Committed Funding" list.

94062: Why is Mrn-101 Reversible HOV (EA#22620K) missing from committed list?

94566: Why is Mrn-101 Lucas Valley I/C listed in Committed, Track 1 (21306) & Blueprint (21334) with three different RTP ID numbers?

94165: Change the project description. The Route 12 to Steele Lane project will not make modifications to the Mendocino Avenue interchange.

98183: Change the project description to include a southbound auxiliary lane from Steele Lane to Airport Blvd.

98154: Why is the Novato Narrows project not listed in the "Committed Funding" section? Change the project description to read "widen for HOV and convert expressway to freeway."

98179: US 101/Tiburon Blvd interchange improvements have Total Project Costs of $5.2 million, Existing Funding of $1.6 million, and Track 1 Funds of $3.6 million.

21304: Track 1 & 21030 Blueprint: US-101/I-580 Interchange project. Project descriptions do not match. Change listing on Page 74 to read "new westbound I-580 to southbound US 101 connector and new lane westbound I-580 to northbound US 101 to 2nd Avenue." There is no Eastbound I-580 to US-101 movement.

21308: Manzanita park-and-ride lots; Notes should read, "Assumes $3 million in state ITIP funding;"

21884: We note that previous RTP ID# 94688: The "New Rainier I/C & Aux Lane" project has now been moved to the "Blueprint" as the "Cross Town Connector."The Sonoma Countywide Transportation Plan lists this at a cost of $33 million. Do these two RTP ID#s (1994 & 2001) represent the same project?

Why are 2 projects with TIP ID#s not identified as projects with committed funding?

990003 – Rohnert Park Expressway park & ride lot; southbound loop (EA#130211)
970054 – Rohnert Park interchange modification at the northbound loop (EA#212611)

The following projects should be added:

- Southbound auxiliary lane from East Washington to SR-116 (EA#281110) – This project received ITIP & RTIP funding in the 2000 STIP cycle.
- US-101/SR-116 Separation – Improve SR-116 on-ramp to Southbound US-101 (EA#276001).
- Sonoma Route 116 Roadway rehabilitation (EA#131571)- SHOPP project

MTC 5 NORTH BAY EAST-WEST CORRIDOR: Existing TIP = $ Future TIP Assumed = $[illegible] million

TCCR/TOPS Corridor #2. State Route 37: (Marin US-101 to Solano I-80)

Questions, Comments, & Clarifications:

RTP#:

94149: Route 29/Route 37 interchange improvements in Vallejo are funded in 2000 ITIP & RTIP.

94675: Route 37 from Napa Bridge to Route 29 upgrade is funded in 2000 RTIP

94691: The Route 12/121 traffic signal system and channelization at 8th Street has a Total Project Cost of $3.3 million, with $1.3 million from Sonoma County and $2 million 2002 SHOPP candidate.

- We are showing a project in our "Status of Projects" list with a TIP ID# of SOL990019 described as "Interchange improvements in the City of Vallejo at the SR-37/Mare Island Interchange". Why is this not listed in the RTP under Committed Funding?
- We note that RTP# 98166 "SR-37 park & ride lot at SR-29" is not listed in the 2001 RTP, however there is a generic RTP#98199 "Park and Ride Lots" listed. Can it be assumed that #98166 is captured now within #98199?

TCCR/TOPS Corridor #3. State Routes 12/116/121: (Sonoma US-101 to San Joaquin I-5)

Questions, Comments, & Clarifications:

RTP#:

94691: Route 12/121 traffic signal system and channelization at 8th Street – Delete SR-12 from the description. This is a 2002 SHOPP candidate.

94073: "Soscol interchange (SR-12/29/221) improvements" should be shown in the 2001 RTP list.

94075: Total project costs for the Route 12/29 grade separation are $47.9 million, with Track 1 Funds at $46.4 million.

The following projects should be added:

- Signalize and channelize the SR-116/121 intersection (EA#26530K) – This is a 2002 SHOPP candidate.
- Route 12/29 intersection improvements – Total Project Costs of $2.4 million, Existing Funding of $0.0 million, and Track 1 Funds of $2.4 million.

MTC's NAPA VALLEY CORRIDOR: Existing ITIP = $ Future ITIP Assumed = $0

TCCR/TOPS Corridor #4. State Route 29: (Solano I-80 to Lake County SR-53)

Questions, Comments, & Clarifications:

RTP#:

94071: Project description should read, "Replace Napa River (Maxwell) Bridge and widen from 2 to 4 lanes on Route 121 over the Napa River in the city of Napa."

94073: "Soscol interchange (SR-12/29/221) improvements" should be shown in the 2001 RTP list. This project could be shown in the East/West or Napa Valley corridor or both.

MTC's EASTSHORE NORTH CORRIDOR: Existing ITIP = $ Future ITIP Assumed = $67 million

TCCR/TOPS Corridor #5. I- 80: (SFO Bay Bridge to Sacramento I-5)

Questions, Comments, & Clarifications:

RTP#:

94151: Please modify this project description. The Jepson Parkway (Phase 1) is a separate project from the I-80 Leisure Town Road interchange.

21143: The "I-80/Ashby/Shellmound interchange modifications; involves the construction of 2 roundabouts and separate bike-pedestrian overcrossing," project (p. 86, 141, 7-4) is listed in both Track 1 and Blueprint (21157) later phases, how was project initiated – to be locally funded?

98167: Table 1.2-4 of DEIR, Item #8 should read "Extend I-80 westbound HOV lane from south of Cummings Skyway to Route 4."

The following project should be added:

- Westbound auxiliary lane from I-80/I-505 to Monte Vista (EA# 44450K) This is a 2002 SHOPP candidate.

MTC's DELTA CORRIDOR: Existing ITIP = $ Future ITIP Assumed = $0

TCCR/TOPS Corridor #6. State Route 4: (Contra Costa I-80 to San Joaquin I-5)

Questions, Comments, & Clarifications:

RTP#:

98190: "Widen Route 4 to a 4-lane expressway from I-80 to Cummings Skyway (Phase 1)" (p. 90, 145) – Does this project encompass the Department's projects: (1) Upgrade 2-4 lanes I-80 to Sycamore Ave; (2) Upgrade 2-4 lanes from Sycamore Ave to Asbury Graphite Dr.; and (3) Upgrade 2-4 lanes from Asbury Graphite Dr. to Cummings Skyway? Please clarify.

96022, 98220, 98221, 98222: Various "Route 4 Bypass projects" (pp. 90, 145, 146) – These projects are described in various ways with some inconsistency. The Department has established phases and segments for each project. The RTP should maintain consistent project descriptions for ease of ensuring that all projects are included.

MTC's DIABLO CORRIDOR: Existing ITIP = $ Future ITIP Assumed = $209 million

TCCR/TOPS Corridor #7. Interstate-680 North: (Alameda I-580 to Solano I-880)

Questions, Comments, & Clarifications:

RTP#:

21206: Total Project Costs for Caldecott Tunnel fourth bore (not including right-of-way) should be $221.0 million. The $184.0 million figure represents construction costs only.

94150: Total Project Costs for the I-80/680/Route 12 interchange improvements, including connectors and auxiliary lanes between Green Valley Road and Cordelia truck station come to $18.6 million. This is funded in 2000 State ITIP.

21807: I-80/I-680/Route 12 interchange improvements total $536.0, with $38.0 Existing Funds, and $498.0 million Track 1 funds. There is potential RTIP & TCRP funding.

- Management Objective (Draft Plan, p.93) "Reduce delays and unpredictable travel time by making Route 24 a continuous four-lane facility in each direction." We suggest modifying the objective to read "at least a four-lane facility in each direction."

TCCR/TOPS Corridor #8. State Route 24/Interstate-980: (Alameda I-880 to Contra Costa I-680)

Questions, Comments, & Clarifications:

The following projects should be added:

- TIP ID CC979040, "Widen EB off-ramp at Camino Pablo (Phase 1); EA 28180K;
- Interchange improvements and signals (WB off-ramp) at Deer Hill Rd.; EA 135460, $0.9 million;

TCCR/TOPS Corridor #9. Interstate-580/238/205:(Alameda I-880 to San Joaquin I-5)

Questions, Comments, & Clarifications:

RTP#:

21476: Under Committed Funding, this project describes the Isabel Ave/I-580 interchange project with construction of a "second bridge to provide for 6 lanes over I-580." That is the second phase of the interchange project. There is no interchange at this location now. Therefore, the wording needs to be changed to include both phases in the one project, for example, "New Isabel Avenue interchange on I-580."

21455: Widen I-238 from 4 lanes to 6 lanes between I-580 and I-680. The Total Project Costs are $101.1 million, from 2000 Measure B sales tax project and 1998 STIP.

94515: The I-580 connections to Hayward Bypass and interchange improvements should read, "eastbound I-580 to southbound Hayward Bypass, and eastbound I-238 to southbound Hayward Bypass."

TCCR/TOPS Corridor #10: Interstate-680 South (Alameda Interstate 580 to Santa Clara US-101)

Questions, Comments, & Clarifications:

RTP#:

21089: "I-680 to I-880 cross connector (Mission Boulevard or other alignments, to be determined)". This is Blueprint list under Alameda County/Sunol Gateway, but should also be referenced in the Fremont/South Bay Corridor and Santa Clara County listings especially since the SCLVTA has taken the lead on this study.

21471: "I-680 Stoneridge Drive interchange improvement," (p. 102, 138), does this project include the $0.5 million Stoneridge interchange park and ride lot + HOV bypass project?

94501: The I-580/I-680 interchange project description should clarify that the "new ramps" are new **local** ramps, and not ramps of the freeway-to-freeway interchange to avoid any confusion.

The following project should be added:

- TIP ID ALA 990016, "SB auxiliary lane from Durham Rd to Mission Blvd," EA 253731, project cost $3.3 million.

MTC's EASTSHORE SOUTH CORRIDOR: Existing TIP = $, Future TIP assumed = $75 million

TCCR/TOPS Corridor #11: Interstate-880/SR17 (Alameda I-80 to Santa Cruz SR-1)

Questions, Comments, & Clarifications:

RTP#:

94507: Route 238 (Hayward Bypass) 4-lane expressway: I-580 to Harder (Stage 1) has a Total Project Cost of $146.3 million.

MTC's FREMONT-SOUTH BAY CORRIDOR: Existing TIP = $, Future TIP assumed = $100 million

TCCR/TOPS Corridor #13: State Route 237/262 (Santa Clara SR-85 to Alameda/Santa Clara-I-680)

Questions, Comments, & Clarifications:

RTP#:

94134: "I-880/Route 237 interchange improvements: freeway to freeway HOV connector and SB I-880 to WB Route 237 and EB Route 237 to NB I-880 (Stages A & B)," (p. 110,157) – this project is currently in construction, scheduled for completion in 2002, at what phase do you **not** include project in the RTP?

21716: "Widen Route 237 for HOV lanes between Route 85 and US 101," (p. 114,162) – Project is listed in Track 1 under Silicon Valley Corridor; it could also be listed under Fremont-South Bay for cross-reference.

21089: "I-680 to I-880 cross connector (Mission Boulevard or other alignments, to be determined)". This is Blueprint list under Alameda County/Sunol Gateway, but should also be referenced in the Fremont/South Bay Corridor and Santa Clara County listings, especially since the SCLVTA has taken the lead on this study.

MTC's SILICON VALLEY CORRIDOR: Existing TIP = $, Future TIP assumed = $125 million

TCCR/TOPS Corridor #14: US 101 South (Santa Clara-SR-85 to San Benito SR-156)

Questions, Comments, & Clarifications:

RTP#:

94135: "Study to realign Route 152 from Route 156 to US 101 (Santa Clara County portion)," (p. 159) – this is example of study in RTP (see Corridor above)

21756: "Widen US 101 from 4-6 lanes between Metcalf Rd in S. San Jose to Cochrane Rd in Morgan Hill," (p. 114, 159) – The Department has this project listed as, "Widen 4-6 or 8 lanes for future HOVL, Cochrane (Burnett) to Bernal Road," (RTP ID 94137). Are these two projects the same? Please clarify project descriptions, discrepancies and costs.

TCCR/TOPS Corridor #15: State Route-85 (Santa Clara-US-101 to Santa Clara-US-101)

Questions, Comments, & Clarifications:

RTP#:

98171: "Complete Route 85 and US 101 interchange and connector ramps in S San Jose and widen US 101 to 8 lanes from Bernal Rd to Metcalf Rd," (p. 114,160) – is this project related to project #21756 listed just above? Why include elements of two distinct projects in one listing?

TCCR/TOPS Corridor #17: State Routes-152,25,129,156 (Santa Cruz SR-1 to Merced I-5)

Questions, Comments, & Clarifications:

RTP#:

96002: "Route 152 safety improvements from Uvas Creek to Route 156 near Gilroy," (p. 114,160).

98849: "Route 152 safety and operational improvements between US 101 and Route 156," (p. 114,160).

21715: "Route 152 safety improvements between US 101 and Route 156 (westbound Route 152 to westbound Route 156 overpass)," (p. 114, 162).

MTC's PENINSULA CORRIDOR Existing TIP = $ Future TIP assumed = $ 82.3 million

TCCR/TOPS Corridor #18: US-101 (Golden Gate Bridge to Santa Clara-SR-85)

Questions, Comments, & Clarifications:

RTP#:

94621: Add project, "Remove US101 Central Freeway Structure," (p. 122, 152 references to replacement project only). Removal of structure is a SHOPP project, estimated cost $11.7 million; should be in RTP.

21937: "Various US 101 interchange improvements that facilitate ramp metering," (p. 118, under Blueprint) – We show three interchange projects with TIP ID#s that are not currently listed in this RTP:

TIP ID#: SM010003: Modify interchange at Ralston Ave.
TIP ID#: SM979043: Modify interchange at Hillsdale Blvd.
TIP ID#: SM979032: Modify interchange at Millbrae Ave.

Shouldn't these currently programmed interchange projects be listed along with further clarification of which interchanges are covered under the blueprint listing?

TCCR/TOPS Corridor #19: Interstate-280 (SF-US-101 to Santa Clara US-101/I-680 Interchange)

Questions, Comments, & Clarifications:

The following projects should be added:

- "Improve SB off-ramp at Eastmoor," – The Department estimates this project at $7.7 million; should be in RTP.
- "Widen John Daly overcrossing at junction I-280/SR-1," – The Department estimates this project at $2.8 million; should be in RTP

MTC's SAN FRANCISCO CORRIDOR Existing TIP = $ Future TIP Assumed = $ million

TCCR/TOPS Corridor #20: State Route 1 (Golden Gate Bridge to Santa Cruz State Route-17)

Questions, Comments, & Clarifications:

RTP#:

98203: "Widen SR-1 from 2-4 lanes within the Half Moon Bay city limits" (p. 18, 7-2)– We note that this project is listed in the Blueprint, while previously it was listed in Track 1.

The following projects should be added:

- "Install signals, modify intersection and left turn lane Coronado Avenue, Mirada Road, 10th St., Main St.," in Half Moon Bay – The Department estimates project costs at $2.3 million.
- "Replace San Pedro Creek bridge & roadway approaches," in Half Moon Bay – The Department estimates project costs at $1.5 million.
- "Revise interchange at SR 1/17," – The Department estimates project costs at $33.4 million in 1998 RTP; if project still active, should be listed in 2001 RTP.

MTC's TRANSBAY CORRIDORS Existing TIP = $ Future TIP Assumed = $ 11.9 million

TCCR/TOPS Corridor #23. SR 84 – Dumbarton Bridge: (San Mateo SR1 to Alameda I-580)

Questions, Comments, & Clarifications:

The following project should be added:

- "I-580 to Scott St – rehabilitation & widening" – The Department estimates project cost at $11.1 million; This is a SHOPP project.

TCCR/TOPS Corridor #24. SR 92 – San Mateo-Hayward Bridge:(San Mateo SR1 to Alameda I-238)

Questions, Comments, & Clarifications:

The following project should be added:

- "Realign SR 92 from Half Moon Bay City limits to Pilarcitos Creek," (1998 RTP ID 98205) The Department estimates project costs at $30.0 million; project should be in 2001 RTP.

MTC's INTERREGIONAL GATEWAYS CORRIDOR

General Comments – Integration of State & Regional Objectives:

As mentioned in our earlier comments on the Bay Area Travel Corridors, this "Interregional Gateways" section would seem to be an appropriate place to link the management objectives of the MTC Region with the Interregional Program Objectives as outlined in the California Transportation Commission (CTC) STIP Guidelines. The six CTC objectives are stated as follows:

1. Completing a trunk system of higher standard State highways (usually expressways and freeways).
2. Connecting all urbanized areas, major metropolitan centers, and gateways to the freeway and expressway system to ensure a complete statewide system for the highest volume and most critical trip movements.
3. Ensuring a dependable level of service for movement into and through major gateways of statewide significance and ensuring connectivity to key intermodal transfer facilities.
4. Connecting urbanizing centers and high growth areas to the trunk system to ensure future connectivity, mobility, and access for the State's expanding population.
5. Linking rural and smaller urban centers to the trunk system.
6. Implementing an intercity passenger rail program (including interregional commuter rail) that complies with Federal and State laws, improves service reliability, decreases running times, and reduces the per-passenger operating subsidy.

The "trunk system" mentioned above refers to the Interregional Road System (IRRS) routes that have been given a designation of "focus routes. The two IRRS Focus Routes that traverse the MTC Region are US-101 and State Route 152. The next level of hierarchy on the IRRS system is the "High Emphasis" routes, which in the MTC Region equate to State Route 17, Interstate 80, Interstate 580, and Interstate 505. Other IRRS Routes in the region with lesser distinction are State Route 4 and State Route 12.

Specific Comments – Draft RTP Text:

- We noticed that the write-up for this section has no mention of Intercity Passenger Rail. A useful reference here would be to the California Passenger Rail System – 20 Year Improvement Plan, dated March 2001. This plan details a $10.1 billion program of investment in California's rail corridors including connections into the MTC region on the San Joaquin Corridor, Capitol Corridor, and the Coast Corridor which includes the Caltrain line.
- Under Management Objectives, bullet #1, State Route 152, US 101 NORTH, and I-505 should be added. We would also suggest that an objective for Intercity Passenger Rail lines either be added here or an extra bullet added to the list.
- On page 130 – Blueprint Project #D should read: Route 152 to full expressway to MERCED County line (not San Benito). This is of course dependent on the final decision on a mix of improvements on SR-25, SR-156, and SR-152, but the goal is still to get an East/West expressway connection between US 101 and I-5. SR-152 in Merced is already at expressway standard.

COMMENTS SPECIFIC TO DEIR:

Section 2.7 Visual Resources (p.2-103)

- Historically, the Department has developed technical reports for visual impact analysis on a project by project basis, without a guiding preliminary visual analysis, as outlined in the RTP's draft EIR. The DEIR on the RTP is precedent setting with respect to the process determining whether a transportation project will have significant visual impacts. This may make the process for environmental approval of projects more complicated.

  The Visual Resource section of the DEIR lays out regional priorities and considerations for environmental phase visual impact analysis for transportation projects in the Bay Area. This section also lists 21 projects with potentially significant visual impacts, and describes those potential impacts for each project. The list essentially draws attention to projects for significant visual impacts, and lays out criteria for determining whether the project will have significant visual impacts. The Department will have to reference this document and respond to the priorities and considerations expressed in it. **3-B**

Section 2.8 Noise (p. 2-115)

- In Figure 2.4-3 the legend has no definition for "MO." **3-C**
- Criteria of Significance, Page 2-126: A 3 dBA (decibel) change is considered to be barely perceptible. Under Department and FHWA guidelines, a 12 dBA increase is considered substantial. As a practical matter, almost all highways currently exceed the FHWA criteria for nearby receptors. Except for new highways or major shifts in alignment, widening projects will increase noise levels by less than 3 dBA. **3-D**
- Mitigation Measures, Page 2-132, third bullet: Currently neither FHWA nor Department policies permit the insulation of private residences except under rare circumstances. However, public buildings can be considered for insulation. **3-E**

Thank you again for the opportunity to work with you to review these important transportation documents. We look forward to receiving the Final Environmental Impact Report (FEIR) and the Final Regional Transportation Plan (RTP) once they are completed. If you require further information or have any questions regarding this letter, please contact Stephen H.Yokoi, AICP of my staff at (510) 286-5621.

Sincerely,

RANDELL H. IWASAKI
Acting District Director

By
DW Reynolds
DARNALL W. REYNOLDS
Deputy District Director
Planning

Attachments

Comparison Table of the 16 2001 RTP Corridors to Caltrans' 24 TOPS/TCCR Mapsets.

2001 RTP Corridors	2001 TCCR/TOPS Corridor Mapsets 9/19/01	
San Francisco Bay Region	Caltrans District 4 – Set of 11 Regional Summary Maps	
	State Highway System (SHS) Facilities	**Passenger Rail – Intercity & Commuter**
Golden Gate	**1. US-101 North** GGB Vicinity to SON/MEN Co. Line	Potential Northwestern Pacific "SMART" Rail line.
North Bay East-West	**2. State Route-37** MRN-101 to SOL-80 **3. State Route-12/121/116** SON-101 to San Joaquin I-5	None at this time.
Napa Valley	**4. State Route-29** SOL-80 to Lake SR-53	None at this time
Eastshore-North	**5. Interstate-80** SFOBB to Sacramento I-5	San Joaquin, Capitol Corridor, BART Richmond line
Delta	**6. State Route-4** CC-80 to San Joaquin I-5	San Joaquin, Capitol Corridor, BART Pittsburg line
Diablo	**7. Interstate-680 North** ALA-580 to SOL-80 **8. State Route-24/I-980** ALA-880 to CC-680	Capitol Corridor, BART Pittsburg line
Tri-Valley	**9. Interstate-580/238/205** ALA-880 to San Joaquin I-5	Altamont Commuter Express (ACE), BART Dublin/Pleasanton line
Sunol Gateway	**10. Interstate-680 South** ALA 580 to SCL-101	Altamont Commuter Express (ACE)
Eastshore-South	**11. Interstate-880/17** ALA-80 to Santa Cruz SR-1 **12. Interstate-580/238** ALA-238 to ALA-980/24	Capitol Corridor, BART Fremont & Dublin/Pleasanton lines.
Fremont-South Bay	**13. State Route-237/ 262** SCL-85 to ALA/SCL-680	None at this time
Silicon Valley	**14. US-101 South** SCL-85 to San Benito SR-156 **15. State Route-85** SCL-101 to SCL-101 **16. State Route-87** SCL-85 to SCL-101 **17. State Route-152,25,129,156** Santa Cruz SR-1 to Merced I-5	Caltrain, VTA Light Rail
Peninsula	**18. US-101 Peninsula** GGB to SCL-85 **19. Interstate-280** SF-101 to SCL-101/680 IC	Caltrain, BART to SFO, Muni Metro
San Francisco	**20. State Route-1 South** GGB to Santa Cruz SR-17 Other corridors: US-101, I-280, SFOBB	None at this time.
Transbay	**21. I-80/I-580 SF-Oakland BayBridge** SF-101 to Ala 980/24 **22. I-580 Richmond-San Rafael Bridge** MRN-101 to CC-580 **23. SR-84 Dumbarton Bridge** SM-1 to ALA-580 24. SR-92 San Mateo Hayward Bridge SM-1 to ALA-238	BART SF-to-Richmond; Pittsburg; Fremont; and Dublin/Pleasanton lines. Potential Dumbarton Rail line.
Interregional Gateways	Caltrans District 4 – Interregional Road System (IRRS) Gateways	
16 Total Corridors	**24 Total Corridors –** "Primarily Urban Freeway/Expressway" (56 State Routes traverse District 4)	

RTP ID	County	Route	Post Mile	[illegible]	[illegible] Corridor	[illegible] Corridor	2000 Description/Location	2001 Investment Type		[illegible] Capital Cost/RW	2001 Notes
	Alameda	84	21.0	17240K	Alameda County-wide	SR-84	Improve vertical and horizontal alignment - In Fremont and San Leandro - 3 miles to 5.1 miles east of Route 680	Committed SHOPP	2000	$28.44	Funded by State Highway Operation and Protection Program (SHOPP)
	Alameda	580	0.1	47080K	Alameda County-wide	Interstate-580/238/205	Truck climbing lane - Near Tracy - Grant Line Road to Patterson Pass (San Joaquin County)	Committed SHOPP	2000	$4.88	Funded by State Highway Operation and Protection Program (SHOPP)
	Alameda	580	45.8	16200K	Alameda County-wide	Interstate-580/238	Partial Widening - Oakland - MacArthur Boulevard onramp	Committed SHOPP	2000	$4.56	Funded by State Highway Operation and Protection Program (SHOPP)
	Alameda	880	0.5	151941	Alameda County-wide	Interstate-880/17	Retrofit changeable message sign - At various locations (TMS/TOS/ITS)	Committed SHOPP	2000	$1.83	Funded by State Highway Operation and Protection Program (SHOPP)
	Alameda	880	0.5	151961	Alameda County-wide	Interstate-880/17	Retrofit changeable message sign - At various locations (TMS/TOS/ITS)	Committed SHOPP	2000	$1.46	Funded by State Highway Operation and Protection Program (SHOPP)
	Alameda	880	20.8	17450K	Alameda County-wide	Interstate-880/17	Realign ramp/install traffic signals - San Leandro - at southbound offramp to Washington Avenue Interchange	Committed SHOPP	2000	$0.87	Funded by State Highway Operation and Protection Program (SHOPP)
	Alameda	880	29.8	27410K	Alameda County-wide	Interstate-880/17	Construct auxillary lane - Oakland - southbound Oak Street to Route 980	Committed SHOPP	2000	$2.21	Funded by State Highway Operation and Protection Program (SHOPP)
94020	Alameda	260	0.8	440141 440131	Eastshore-South	Interstate-880/17	Seismic retrofit of Webster and Posey tunnels between the cities of Alameda and Oakland, Stage I: seismic retrofit inside tubes (under construction); Stage II: seismic retrofit outside tubes to strengthen surrounding soils	Committed SHOPP	2000	$26.66	Funded by State Highway Operation and Protection Program (SHOPP)
	San Francisco	101	6.7	17120K	San Francisco County-wide	US-101 Peninsula	Modify traffic signals - San Francisco - Van Ness Avenue to Lyon Street	Committed SHOPP	2000	$1.66	Funded by State Highway Operation and Protection Program (SHOPP)
	San Francisco	1	0.6	16250K	San Francisco County-wide	State Route 1 South	Modify traffic signals - San Francisco - On 19th Avenue, Junipero Serra Boulevard to Lake Street	Committed SHOPP	2000	$4.02	Funded by State Highway Operation and Protection Program (SHOPP)
94621	San Francisco	101	4.7	191891 291211 291001	San Francisco County-wide	State Route 1 South	US 101 Central Freeway reconstruction due to earthquake damage	Committed SHOPP	2000	$100.00	Assumed funding from the State Highway Operation and Protection Program ($43.19) and land parcel sales
	San Mateo	1	32.0	162701	Peninsula	State Route 1 South	Install signal, modify intersection and left-turn lane - El Granada and Montara - Coronado Avenue, Mirada Road, Tenth Street and Main Street	Committed SHOPP	2000	$1.12	Funded by State Highway Operation and Protection Program (SHOPP)

	San Mateo	84	8.3	24990K	Peninsula	SR-84	Modify & Interconnect existing traffic signals - Belmont and San Mateo - Davey Glen Road to 41st Avenue; 31st Avenue to Millbrae; also Route 82-9.5/16.0	Committed SHOPP	2000	$5.82	Funded by State Highway Operation and Protection Program (SHOPP)
98217	Solano	12	15.9	OT0300	North Bay East-West	State Route-12/121/116	Route 12 safety improvements between Suisun City and Rio Vista (reduce bumps and dips in the roadway and extend passing lanes)	Committed SHOPP	2000	$2.14	Funded by State Highway Operation and Protection Program (SHOPP)
	Sonoma	101	3.4	27600K	Golden Gate	US-101 North	Replace bridge and improve on-ramp - Petaluma River Br. To .02 km north of Rte. 101/116 east separation and overhead	Committed SHOPP	2000	$7.06	Funded by State Highway Operation and Protection Program (SHOPP)
	Sonoma	12	25.8	219830	North Bay East-West	State Route-12/121/116	Rehabilitate roadway, widen shoulders and replace bridge - Near Kenwood - Sonoma Creek to Boyes Boulevard	Committed SHOPP	2000	$10.51	Funded by State Highway Operation and Protection Program (SHOPP)
	Sonoma	12	28.7	219820	North Bay East-West	State Route-12/121/116	Rehabilitate roadway, left-turn lane, realignment and replace bridge - Near Kenwood - Dunber Road to Arnold Drive	Committed SHOPP	2000	$1.77	Funded by State Highway Operation and Protection Program (SHOPP)
	Sonoma	116	24.2	131241	North Bay East-West	State Route-12/121/116	Continuous two-way left turn lane - Sebastopol - Occidental Road to Hurlbut Avenue	Committed SHOPP	2000	$3.12	Funded by State Highway Operation and Protection Program (SHOPP)
	Sonoma	116	28	131751	North Bay East-West	State Route-12/121/116	Rehabilitate roadway, widening - Sabastopol and Cotati - Elphick Road to Redwood Drive	Committed SHOPP	2000	$16.96	Funded by State Highway Operation and Protection Program (SHOPP)
94691	Sonoma	121	8.0	29520K	North Bay East-West	State Route-12/121/116	Route 12/121 traffic signal system and channelization at 8th Street	Committed SHOPP	2000	$3.30	State Highway Operation and Protection Program (SHOPP) 2002 Candidate ($2.00), Sonoma Co. ($1.30), Total ($3.30)

LETTER 3 CALIFORNIA DEPARTMENT OF TRANSPORTATION, SEPTEMBER 28, 2001

3-A As noted in this letter, most of its comments concern the substance of the RTP itself, not the Draft EIR which provides environmental review of that plan. To the extent these comments raise environmental issues, responses are provided below. Responses to these comments on the RTP are provided separately. See Appendix F. Note: MTC has made several corrections to the RTP's Committed Funding investments in response to Caltrans' project-specific comments. In particular, SHOPP-funded projects will be added to Committed Funding. These corrections will be reflected in the final RTP.

3-B Comment noted. This EIR—which analyzes the potentially significant impacts of the adoption of the 2001 Regional Transportation Plan by the MTC—is a program EIR, as defined by section 15168 of the CEQA Guidelines, and is intended to be used as the general environmental assessment of the overall program of projects presented in the 2001 RTP. (See California Transportation Commission *Regional Transportation Plan Guidelines* (December 1999), pp. 23-24 (incorporated by reference herein pursuant to CEQA Guidelines section 15150 and Public Resources Code section 21092.) While this EIR is intended to simplify the process of preparing subsequent EIRs and Negative Declarations, it is not intended to relieve individual project sponsors—including the Department of Transportation—acting as the lead agency from the responsibility of completing more precise, project-level analysis to fulfill the requirements of CEQA and/or NEPA.

The analysis of visual resources in this EIR—which was also conducted for the 1998 and 1994 RTP EIRs—is not intended to make the process for environmental approval of projects more complicated. As with the analysis of any other environmental impact area included in this EIR, detailed, project-specific environmental analysis would be expected to take precedence over the programmatic analysis used in this EIR. In its role as a project sponsor and lead agency, the Department of Transportation will be obligated to look more closely at a range of environmental impact areas, including visual resources, for individual transportation projects within its jurisdiction.

3-C This comment is addressed in the modified Figure 2.4-3 in Section 2 of this document.

3-D Comment noted. Most noise literature indicates that a 3 decibel level change is perceptible to the average person under normal circumstances. Typically, a doubling in traffic volume would produce an increase of 3 decibels if, for example, traffic speed remains constant in all lanes. The specific noise impacts of each project must be analyzed based on the specific proposal and its particular circumstances.

3-E This comment is addressed in the revised mitigation measure for Impact 2.8-2 in Section 2 of this document.

Ashley Nguyen - Additional Caltrans Comment on RTP

From: <Paul_Svedersky@dot.ca.gov>
To: <ANguyen@mtc.ca.gov>
Date: 10/3/2001 9:03 AM
Subject: Additional Caltrans Comment on RTP

Hello Ashley,
Here is the final comment to include with Caltrans response to the draft RTP. Thanks for accepting it.

---------- Forwarded by Paul Svedersky/D04/Caltrans/CAGov on 10/03/2001 09:00 AM ----------

K Scott Williams
09/28/2001 02:40 PM

To: Paul Svedersky/D04/Caltrans/CAGov@DOT
cc:
Subject: MTC RTP Comments

Hello Paul,

Thank you for the opportunity to comment on Metropolitan Transportation Comission's 2001 Draft Regional Transportation Plan (RTP). Attached please find comments from the Division of New Technology and Research (NT&R). If you have any questions about the comments, contact Cathy Felkins by phone (Calnet 464-8014) or email (cathy_felkins@dot.ca.gov).

(See attached file: NT&R Comments.doc)

State of California Business, Transportation and Housing Agency

Memorandum

To: Paul Svedersky
Department of Transportation, District 4
Office of Transportation Planning B

Date: October 3, 2001 **3.1**

From: **DEPARTMENT OF TRANSPORTATION**
DIVISION OF NEW TECHNOLOGY AND RESEARCH

Subject: Metropolitan Transportation Commission's Draft RTP comments for FY 2001/2002

Thank you for the opportunity to comment on Metropolitan Transportation Commission's (MTC) Draft FY 2001/02 Regional Transportation Plan. The following are the Division of New Technology and Research's comments:

The draft RTP not only adequately considers Intelligent Transportation Systems (ITS) (new technologies) in several areas of the document, but the MTC also takes great strides at responding to customers requests for more efficient use of the existing system (Page 2). Efficiency is a key component of ITS solutions as is MTC's statement to concentrate on system management (Page 8) through some of its key programs (Pages 7-8) as stated in the draft which include:

- Translink® smart card that provides a universal fare card that can be used among several transit systems in the region;
- TravInfo® traveler information system that provides real-time information on traffic congestion and links to transit information centers and upgrades the underlying infrastructure for collecting data on freeway conditions; and
- Internet web-based personalized transit information and route planning

While the MTC more than adequately explains its effort towards maximizing transit through some ITS technologies, it states that pedestrian safety is an item that needs further investigation (page 12) especially with respect to engineering components (some of which have been demonstrated through the Federally sponsored Pedsmart® project). *Recommend adding fact finding of successful demonstrations or deployment of pedestrian safety engineering projects in other parts of the country.*

Page 27 – Goal 1: Mobility of People and Freight. This section of the draft stressed the importance of a systems approach to transportation facilities and services, but no mention of either complying or being part of the Regional/Statewide/National ITS System Architecture.
Recommend that the draft mention its ITS System Architecture is in process and that any new transportation facilities and services will comply with the Regional, Statewide, and National ITS Architecture.

If you have any questions about the above, please contact Cathy Felkins at Calnet 464-8014.

JOAN BORUCKI, Chief
Office of Deployment Planning

LETTER 3.1 CALIFORNIA DEPARTMENT OF TRANSPORTATION DIVISION OF NEW TECHNOLOGY AND RESEARCH, OCTOBER 3, 2001

3.1-A This comment concerns the substance of the RTP itself, not the Draft EIR which provides environmental review of that plan. The comment does not raise environmental issues under CEQA. A response to this comment on the RTP is provided separately. See Appendix F.

BAY AREA
AIR QUALITY
MANAGEMENT
DISTRICT

September 28, 2001

Ashley Nguyen, Project Manager
Metropolitan Transportation Commission
101 8th Street
Oakland, CA 94607-4700

4

Subject: 2001 Regional Transportation Plan Draft Environmental Impact Report

Dear Ms. Nguyen:

Bay Area Air Quality Management District (District) staff have reviewed the Draft Environmental Impact Report (DEIR) for the 2001 RTP and have the following comments.

We commend MTC for including in the 2001 RTP various programs beneficial to air quality. Particularly noteworthy are the increased funding for the TLC/HIP programs, implementation of the express bus program, full funding for transit capital shortfalls, development of the Regional Bicycle Master Plan and pedestrian safety program, and the commitment to use and improve performance measures. 4-A

The District is concerned about projected increases in emissions of fine particulate matter (PM_{10}). The San Francisco Bay Area is a nonattainment area with respect to the State PM_{10} standard. High PM_{10} levels pose a health risk to Bay Area residents. As noted in the DEIR, emissions of ozone precursors and carbon monoxide will decrease substantially due to turnover of the vehicle fleet to newer, cleaner vehicles. But because PM_{10} emissions are directly correlated to vehicle miles traveled (VMT), PM_{10} emissions will increase with growth in VMT. We believe the projected increase in PM_{10} emissions indicated in Table 2.2-8 will pose a threat to public health. 4-B

Page 2-28 of the DEIR states that the determination of significant air quality impacts is based on a comparison of Project vs. No-project emissions, but also states that for evaluating cumulative impacts, the determination is based on a comparison of current vs. Project emissions. We believe both comparisons are warranted. PM_{10} emissions are projected to increase substantially between 1998 and 2025 (Project and No-project). We recognize that many factors influence vehicle use in the region and that the rate of increase in VMT is expected to slow, but the District strongly believes that the RTP EIR should clearly state that a continuation of substantial increases in VMT and associated PM_{10} emissions represents a threat to public health. 4-C 4-D

If you have any questions about these comments please contact Henry Hilken, Senior Planner, at (415) 749-4642.

Sincerely,

Ellen Garvey
Executive Officer/Air Pollution Control Officer

CC: BAAQMD Director Randy Attaway
BAAQMD Director Mark DeSaulnier
BAAQMD Director Scott Haggerty
BAAQMD Director Pamela Torliatt
Jack Broadbent, USEPA
Mike Kenny, ARB

EG:HH

LETTER 4 BAY AREA AIR QUALITY MANAGEMENT DISTRICT, SEPTEMBER 28, 2001

4-A Comment noted.

4-B Particulate matter of less than 10 microns in diameter ("PM_{10}") from mobile sources is projected to increase by 42.8 percent between 1998 and 2025, from 64.0 to 91.4 tons per day because the projected rate of growth in vehicle miles of travel ("VMT") is 48.5 percent over this 27-year period. The growth in VMT in the Bay Area is due to both the substantial increases in population (22.5 percent), total employment (40.0 percent), labor force (37.1 percent), as well as the location of growth which contributes to the length of trips (average vehicle trip lengths for commute trips are expected to increase from an average of 10.0 miles per trip in 1998 to 11.5 miles per trip by 2025, a 14.9 percent increase). In addition, real growth in household auto ownership is predicted to increase by 28.2 percent. Thus, demographic forces primarily account for increased PM_{10} emissions due to additional VMT.

With only a 5 percent increase in roadway lane miles in the RTP between 1998 and 2025, the RTP does not contribute to significant additional vehicle activity. Rather, as noted in the Draft EIR, without implementation of the RTP, PM_{10} emissions are expected to increase substantially due to projected regional growth and the attendant increase in travel, which the Draft EIR identifies as a significant impact on a cumulative basis. Implementation of the 2001 RTP will mitigate the significance of cumulative PM_{10} emissions because it includes programs and projects to reduce the growth in VMT.

Further, MTC welcomes Air District initiatives to address increased PM_{10} emissions due to additional VMT caused by demographic forces. Without major economic and social disruptions, it would be infeasible to reduce VMT in a way that would avoid the region's projected PM_{10} increases. Yet, the issue of increasing PM_{10} emissions is a state and nationwide regulatory issue. Research in tire and pavement technology could be productive, as could research in highway maintenance procedures and protocols.

4-C Comment noted.

4-D Growth in VMT is caused primarily by changes in socio-economic characteristics (see the Response to Comment 4-B). Even with the substantial investment in new transit capacity evaluated in the Blueprint 1 Alternative, cumulative PM_{10} emissions only decrease from 91.4 tons per day to 91.1 tons per day in 2025. The projected increases in population, jobs, and income are the main contributors to the rise in VMT, the corresponding increase in PM_{10} emissions, and the associated increased public health risk. The overall

transportation investment strategy in the RTP is expected to decrease projected PM_{10} emissions on a cumulative basis by including programs and projects to reduce the growth in VMT.

This comment is further addressed in revisions to the discussion of Impact 2.2-2 in Section 2 of this document.

City of Alameda • California

September 27, 2001

Ashley Nguyen
Project Manager
Metropolitan Transportation Commission
101 Eighth Street
Oakland, CA 94607

5

Re: Draft Environmental Impact Report for the 2001 Regional Transportation Plan for the San Francisco Bay Area

Dear Ms. Nguyen:

The City of Alameda appreciates the opportunity to review the above document.

The City of Alameda requests that the Tinker Avenue Extension from Main Street to Webster Street be removed from Table 2.10-9, which lists RTP projects with potential to displace existing land uses and disrupt communities. The Tinker Avenue Extension will be located primarily within the former Fleet Industrial Supply Center Alameda property, which is a closed, vacant military installation which is undergoing redevelopment. The roadway is an integral part of the City's redevelopment approved under the title "Catellus Mixed Use Development." The extension, which is currently undergoing environmental review, has been designed to support the residences and businesses in the project vicinity, and will improve access to the College of Alameda.

5-A

If you have any questions regarding this comment, please contact Kevin Bryant at (510) 748-4554.

Sincerely,

Cynthia Eliason

Cynthia Eliason, AICP
Planning Manager

cc: Senior Civil Engineer, Land and Transportation Development

G:\PLANNING\ENVIRREV\CORRES\01RTPEIR.WPD

Planning & Building Services Department

2263 Santa Clara Avenue, Room 190
Alameda, California 94501
510 748.4554 • Fax 510 748.4593 • TDD 510 522.7538

LETTER 5 CITY OF ALAMEDA, SEPTEMBER 27, 2001

5-A The Tinker Avenue Extension has been removed from Table 2.10-9. Please refer to the revised table in Section 2 of this document.

9/26/01

From: Miriam L. Scholkely - MTC Advisory Council & MAAC, Comm

To: Ashley Nguyen - Project Manager

6

Subject: Draft Environmental Impact Report for 2001 Regional ~~Commission~~ Transportation - Plan for the San Francisco Bay Area (SCH# No. 2001032141)

Remarks:

The Draft Environmental Impact Report (DEIR) for the Regional Transportation Plan (RTP) prepared by the Metropolitan Transportation Commission (MTC)

The 2001 RTP, is the transportation policy and plan of action for the next twenty-five years. A number of projects can be implemented with available funding while others will be depend upon future funds.

I suggest we begin the search for funds that will be needed as we make progress throughout the region ~~in~~ with more transit service.

Whatever we plan and attempt to acquire will meet all regulations as required. More transit services are needed and we must face this need together. All of our citizens should have public transit service available to them ~~(whether it is for human service or freight)~~ 24 hours a day.

LETTER 6 MIRIAM L. GHOLIKELY, MEMBER, MTC ADVISORY COUNCIL AND MCAC, SEPTEMBER 26, 2001

6-A This comment concerns the substance of the RTP itself, not the Draft EIR which provides environmental review of that plan. The comment does not raise environmental issues under CEQA. A response to this RTP comment is provided separately. See Appendix F.

Christopher Pederson
827 Warfield Ave. #2
Oakland, CA 94610

September 28, 2001

Ashley Nguyen
Metropolitan Transportation Commission
101 Eighth Street
Oakland, CA 94607

7

Re: Draft EIR for 2001 Regional Transportation Plan

Dear Ms. Nguyen:

The Draft Environmental Impact Report (DEIR) for MTC's 2001 Regional Transportation Plan (RTP) is fundamentally flawed. As explained below, most of the inadequacies in the DEIR relate to two strategic decisions: the decision to rule out consideration of MTC's ability to influence land use decisions through the power of the purse and the decision not to evaluate transit projects in terms of cost effectiveness. As a result, the alternatives considered in the DEIR are all minor variations of the status quo and all result in continued degradation of the environment. An adequate EIR would evaluate how incorporating land use criteria into the RTP could reduce vehicle miles traveled and increase transit ridership and would evaluate what mix of transit projects would result in the highest ridership given the limited amount of funding that is available.

I. DEIR Does Not Adequately Analyze Land Use Implications of RTP.

The DEIR repeatedly notes that land use patterns are a critical factor in determining transportation trends and needs. None of the alternatives evaluated in the DEIR, however, employ any strategies to affect land use patterns. The DEIR instead asserts that MTC lacks the ability to control land use decisions. This assertion is incorrect. MTC can evaluate transportation projects in terms of how they would affect land use patterns and refuse to fund those that facilitate automobile dependent land use patterns, that disproportionately increase vehicle miles traveled, or that do not accommodate pedestrians or bicyclists. MTC can condition funding for transit projects to require transit-oriented development at stations or along routes. MTC can make non-transit funding to local governments contingent upon their adoption of General Plan policies and zoning ordinances that facilitate pedestrian- and transit-oriented development.

7-A

The DEIR's failure to consider any alternatives that incorporate land use criteria unreasonably denies the public and decision makers the information that is necessary for them to make informed decisions about which course of action would be the least environmentally damaging alternative.

7-B

The DEIR also fails to look at the land use implications of specific projects included in the RTP. The DEIR rationalizes this omission on the ground that project-specific CEQA documents will evaluate land use impacts. The RTP's financial restraints dictate that inclusion of one project necessarily entails the exclusion of one or more other projects from the RTP. Therefore, the DEIR should evaluate the general land use implications of each of the projects under consideration for inclusion in the RTP so that decision makers can evaluate the land use implications of deciding which projects to include in the RTP.

7-C

II. DEIR Fails To Evaluate Cost-Effectiveness

Given that the RTP is a financially constrained document, the cost effectiveness of the projects under consideration for inclusion in the RTP has significant environmental consequences. Inclusion of projects that have a relatively high cost for each new transit rider may preclude the inclusion of other projects that have a relatively low cost for each new transit rider. The mix of transit projects in the RTP, therefore, could have very different results in terms of overall transit ridership and vehicle miles traveled, and by extension energy consumption and air quality, depending on the cost effectiveness of the projects. The final EIR should therefore evaluate the cost effectiveness of all projects under consideration for inclusion in the RTP.

7-D

III. DEIR Does Not Adequately Explain The Rejection Of The Environmentally Superior Alternative

The proposed RTP ranks third in the constricted range of alternatives considered in the DEIR. The DEIR does not adequately explain why the environmentally superior "System Management" alternative should be rejected. The only reason provided for rejecting the System Management alternative is that there is not yet regional consensus in favor of that approach. That the environmentally preferable alternative may be politically controversial, however, does not render it infeasible and does not constitute an overriding consideration that might justify selecting a more environmentally damaging alternative. Indeed, the entire purpose of CEQA is to force decision makers to consider the environmental consequences of their decisions and to articulate overriding considerations when they decide not to select the environmentally preferable alternative. The DEIR's reliance on the lack of regional consensus (i.e., political controversy) regarding the System Management alternative as the basis for rejecting the environmentally superior alternative is directly contrary to CEQA.

7-E

IV. DEIR's Analysis Is Skewed By Focusing on Mobility Rather Than Acessibility

The DEIR states that the first goal of the RTP is to improve regional mobility. The term "mobility" implies that greater mobility occurs if more people are travelling longer distances more frequently and lesser mobility occurs if people travel shorter distances. The amount of travel that occurs within the region, however, has very little to do with the economic and social purposes that the transportation system is supposed to accomplish. A more appropriate goal would be improving access to goods and services. The term "access" does not bias analysis in favor of travel over longer distances.

7-F

By selecting mobility rather than accessibility as a goal of the RTP, the DEIR biases analysis in favor of projects that move more people over greater distances rather projects that locate housing, employment, shopping, and recreation in closer proximity. Because many of the adverse environmental effects caused by the current transportation system are due to the dispersal of different kinds of land uses, the DEIR's focus on mobility as a goal of the project obscures the adverse environmental effects that result from transportation and land use planning that focuses on mobility rather than accessibility.

7-F

V. DEIR's Analysis Of Transportation In Terms Of "Corridors" Biases Analysis In Favor Of Transportation Projects That Serve Longer Distance Travel

The DEIR notes that most trips are relatively short local trips. The DEIR and the RTP, however, evaluate transportation projects in the context of corridors along major regional transportation routes. Consequently, the DEIR and the RTP put a disproportionate amount of attention and resources into projects that cater to the relatively small portion of longer distance trips from one subregion to another. The DEIR fails to evaluate what kind of local transportation projects would encourage more people to walk, bike, or take transit for the kinds of short trips that make up the bulk of total trips.

7-G

VI. DEIR Does Not Adequately Evaluate Greenhouse Emissions

The National Research Council, at the bequest of the Bush administration, recently completed an analysis of scientific research on global climate change. The National Research Council, like the United Nation's Intergovernmental Panel on Climate Change, concluded that there is a strong likelihood that human activities are changing global climate, with potentially dramatic worldwide environmental repercussions. Transportation is one of the most significant sources of greenhouse gas emissions, but the DEIR provides entirely inadequate analysis of the greenhouse emissions under the RTP. The DEIR essentially shifts responsibility for greenhouse emissions to the federal government, saying that only the federal government should increase fuel efficiency requirements for automobiles. Greenhouse emissions, however, can also be reduced by reducing total vehicle miles traveled. Under all of the alternatives in the DEIR, total vehicle miles traveled will increase. There is no acknowledgement of how this will increase greenhouse gas emissions and there is no acknowledgement that MTC can reduce vehicle miles traveled, or at least per capita vehicle miles traveled, by exercising its financial authority to encourage land use patterns that are less automobile dependent.

7-H

Thank you for your consideration of these comments.

Sincerely,

Christopher Pederson

LETTER 7 CHRISTOPHER PEDERSON, SEPTEMBER 28, 2001

7-A Planning future land uses is outside MTC's scope of authority, however, and is not a purpose of the 2001 RTP. (See California Transportation Commission *Regional Transportation Plan Guidelines* (December 1999), pp. 2-3.) Rather, metropolitan planning regulations and conformity regulations require that MTC use the latest planning assumptions in the long range plan and air quality analysis of the RTP. (See also CEQA Guidelines Appendix G.) Thus, the transportation improvements proposed in the RTP are consistent with the projected and planned growth in the Bay Area, as identified by the Association of Bay Area Governments ("ABAG") (http://www.abag.ca.gov) in consultation with local governments, who determine which lands are available for new development.

The 2001 RTP does not – and cannot – alter the amount of land allocated for development in local land use plans. At most, a small number of transportation improvements in the 2001 RTP could have a localized effect on the timing of development in areas that depend on new access. (See Draft EIR, pp. 3-15 - 3-16.) Site-specific environmental review of these projects and their localized effects will be conducted as described in the Draft EIR. (See, e.g., Draft EIR, pp. 1-2 - 1-3, 1-6 - 1-7.) Please also refer to the responses to comments 8-U and 8-W.

7-B Please refer to the responses to comments 7-A and 14-A.

7-C The Draft EIR was prepared to inform decision-makers of the potentially significant environmental consequences of the 2001 RTP. Toward that end, Chapter 2.11 of the Draft EIR provides a detailed discussion of the relationship between the transportation improvements proposed in the RTP and land use, and evaluates the general land use implications of the proposed RTP and a range of alternatives. Specifically, beginning on page 2-170, the Draft EIR discusses urbanization impacts that could result from changes in accessibility made by some transportation improvements. (See also Draft EIR, pp. 2-165 - 2-177 (Section 2.11, Land Use); *id.* at pp. 3-15 - 3-16 (discussing potential growth-inducing impacts).) The transportation improvements proposed in the RTP are consistent with the projected and planned growth in the Bay Area, as identified by ABAG in consultation with local governments, who determine which lands are available for new development. Please also refer to the response to comment 7-A.

7-D Pursuant to Government Code section 65080, the RTP includes a Financial Element that summarizes the cost of implementing the projects in the RTP considering a financially constrained environment. (See California Transportation Commission *Regional Transportation Plan Guidelines* (December 1999), pp. 21-22.) In certain program

elements such as the Regional Transit Expansion Policy (RTEP) cost-effectiveness was used as a criteria for project selection. The Draft EIR does not further speculate as to the cost effectiveness of other transportation improvements in the 2001 RTP or its alternatives; nor would such speculation lead to any further meaningful environmental analysis at this conceptual, programmatic planning stage.

7-E An EIR for any project subject to CEQA review must consider a reasonable range of alternatives to the project that offer substantial environmental advantages over the project proposal, and may be "feasibly accomplished in a successful manner" considering the economic, environmental, social and technological factors involved. (Citizens of Goleta Valley v. Board of Supervisors (1990) 52 Cal.3d 553, 566 ("Goleta II"); Pub. Resources Code, § 21061.1.) The discussion of alternatives need not be exhaustive, and the requirement as to the discussion of alternatives is subject to a construction of reasonableness. The statute does not demand what is not realistically possible given the limitation of time, energy, and funds. (Residents Ad Hoc Stadium Committee v. Board of Trustees (1979) 89 Cal.App.3d 274, 286; see also CEQA Guidelines, § 15126.6, subd. (f)(3) (an EIR need not consider an alternative whose implementation is remote and speculative).)

Infeasibility does not mean impossibility; an alternative or mitigation measure that is undesirable or impractical from a policy standpoint may be rejected as infeasible. (City of Del Mar v. City of San Diego (1982) 133 Cal.App.3d 401, 416 (the concept of "feasibility" necessarily involves an agency policy-making body's view as to what is desirable); see also A Local and Regional Monitor v. City of Los Angeles (1993) 16 Cal.App.4th 630, 639; Kostka & Zischke, *Practice Under the California Environmental Quality Act*, CEB, Vol. 1, § 17.21, p. 659.)

The System Management Alternative was defined in response to public comments requesting that MTC analyze an alternative that could be more environmentally protective than the proposed Project alternative. MTC defined the System Management Alternative to consist of more regional express buses, congestion pricing on the Bay bridges (to fund the buses and move traffic out of the peak hours), and reversible lanes for some freeways instead of full widening. (See, e.g., MTC Planning and Operations Committee Meeting of September 14, 2001 (incorporated by reference herein pursuant to CEQA Guidelines section 15150 and Public Resources Code section 21092), p. 2.) Two highway projects were also deleted as suggested by some members of the public: (1) a fourth bore for the Caldecott Tunnel and the RTP-funded portion of the Hayward Bypass. MTC looked at this alternative in an effort to be responsive to public comments, notwithstanding its likely infeasibility due to social, technical, and economic factors that make its implementation remote. (Goleta II, supra, 52 Cal.3d at p. 566; Residents Ad Hoc

Stadium Committee, supra, 89 Cal.App.3d at p. 286; see also CEQA Guidelines, § 15126.6, subd. (f)(3).)

Furthermore, analysis of the System Management Alternative in the Draft EIR determined that it is, at best, only marginally environmentally superior to the RTP Project at a regional scale, and cannot feasibly be accomplished in a successful manner at this time. (Goleta II, supra, 52 Cal.3d at p. 566; Residents Ad Hoc Stadium Committee, supra, 89 Cal.App.3d at p. 286; see also CEQA Guidelines, § 15126.6, subd. (f)(3).)

7-F The 2001 RTP is comprised of transportation projects and programs that reflect six broad policy goals: (1) improve mobility for persons and freight; (2) improve safety for system users; (3) promote equity for system users; (4) enhance sensitivity to the environment; (5) sustain the economic vitality of the region; and (6) promote vital and livable communities. (See California Transportation Commission *Regional Transportation Plan Guidelines* (December 1999); Gov. Code, §§ 14522, 65080; see also Title 23, Section 134(f) of the U.S. Code (describing transportation planning factors required to be reflected in the RTP pursuant to federal law).) Supporting the movement of people and goods with relative ease and in a reliable manner is the most essential function of the 2001 RTP.

The Draft EIR comprehensively evaluates the traffic/transportation impacts of the Project and a reasonable range of alternatives pursuant to CEQA. Four significance criteria have been identified to measure mobility, *accessibility*, traffic increase in relation to existing traffic load and capacity of the road system as follows: (1) average travel time per trip; (2) number of work opportunities by auto and transit; (3) vehicle trips; and (4) vehicle miles traveled at level of service F. The "number of work opportunities by auto and transit" criterion measures accessibility. A highly comprehensive and detailed analysis of accessibility factors is also included in a companion report to the 2001 RTP entitled *Performance Measures Report for the 2001 RTP for the San Francisco Bay Area* (August 2001) (incorporated by reference herein pursuant to CEQA Guidelines section 15150 and Public Resources Code section 21092), which reflects the efforts of a working group to link performance measures to all of the RTP goals. Please also refer to the response to comment 7-A regarding land use planning vs. transportation planning issues.

7-G Under CEQA, an EIR must identify and focus on the possible significant impacts of a proposed project. (CEQA Guidelines, §§ 15126, subd. (a), 15126.2, subd. (a); Pub. Resources Code, § 21100, subd. (b)(1).) "The significant effects should be discussed with emphasis in proportion to their severity and probability of occurrence." (CEQA Guidelines, § 15143; see also Pub. Resources Code, §§ 21002.1, subd. (e), 21100, subd. (c); CEQA Guidelines, § 15128.) Accordingly, the Draft EIR for the RTP appropriately focuses

on regional and corridor impacts rather than highly localized impacts, which are not likely to be adverse or significant for pedestrian and bicycle trips.

The RTP programs provide substantial funding ($540 million) for a variety of bike and pedestrian improvements. In addition, the RTP includes transportation programs like the Transportation for Livable Communities ("TLC") program that fund planning and capital projects to encourage walkable and bike-friendly neighborhoods and downtowns, mixed-use development, and compact housing located adjacent to public transportation. MTC also promotes coordination and integration of transportation and land use planning through participation in the Regional Agencies Smart Growth Initiative as well as through its Housing Incentive Program ("HIP"). (Draft EIR, pp. 2-176 - 2-177.) Please also refer to the responses to comments 8-U and 8-W.

7-H Please refer to the responses to comments 4-B, 4-D, and 8-M.

Ashley Nguyen - eir RTP

From: "misty nimr" <mnimr@onemain.com>
To: <anguyen@mtc.ca.gov>
Date: 9/28/2001 4:55 PM
Subject: eir RTP
CC: <knimr@jps.net>

s

To: Ashley Nguyen, Project Manager
anguyen@mtc.ca.gov
From: Kathleen Nimr, Chair
Transportation and Compact Growth Committee
Sierra Club Bay Chapter

8

RE: Comments on the EIR FOR 2001 RTP

In general, the thrust of this EIR (just as in the RTP itself) is to accept the status quo, both in transportation and land use and assume that the price of a vibrant economy is inevitably detrimental to the environment. The EIR assumes ABAG projections as forecasts when these figures are themselves based on local government plans which may not always promote the goals of reducing traffic congestion and providing smart growth. | 8-A

Missing Sections:

There is no analysis of the health effects on children and the rest of the population on the continuing auto dependency for travel | 8-B

Environmental Justice.

There is no recognition that current planning does not take into account providing for all levels of income, including providing for community members who do not own automobiles, to live and work in all sections of the region. | 8-C

Section 2.1 Transportation:

Note that ABAG projections are based on current auto dependent housing developments | 8-D

Discussion of Regional Travel Patterns (p.2-2) must include more than peak hours trips since this report's own figures point to fewer work related trips (Table 2.1-7, p. 2.10) | 8-E

Table 2.1-9 p. 2-11 should include accessibility of homes to transit. | 8-F

More information needs to be included on current transit trips and possible strategies to increase transit and decrease VMT through increased transit availability. | 8-G

p. 2-14 Impact described only accounts for a scenario where we merely strive to continue the poor transit accessibility and reliance on roads and auto use with all attendant environmental consequences that we currently suffer from. | 8-H

Section 2.2 AIR QUALITY

This section indicates the lack of progress in improving air quality with current and past strategies. | 8-I

We disagree with your dismissal of the BAAQMD CEQA guidelines asking for a rate of increase in VMT for the jurisdictions equal to or lower than the rate of increase in population; to dismiss the issue by saying 'current planning assumptions supersede CAP' does not solve the problem. We also disagree with your premise that healthy economies cannot achieve this criterion(p.2-27). This EIR must address the air quality problems and should recommend strategies for attainment of CAP. Making a comparison between these projects | 8-J

and a No Project alternative is not acceptable since:
1. many of the projects in the current plan are included in this plan as well
2. it is this status quo that has caused the air quality problems to begin with

8-J

Cumulative impacts are dismissed based on using better emission control in the future, an assumption that has been made for many years - and has not solved the problems.

8-K

There is no mitigation for PM10.

8-L

Section 2.3 ENERGY

P. 2-34 Assumes energy consumption based on fuel efficiency. EIR neither assumes nor requires any advance in energy efficiency. Again, the project is compared with the so-called No Project Project which, of course, was even more profligate of energy. There is no mitigation for the energy impact ; the only suggestion is that Congress will act..

8-M

Section 2.5 BIOLOGICAL RESOURCES

Impact 2.5-1 (p. 2-76) Loss of habitat , pollution of wetlands, streams cannot be mitigated to a less than significant level

8-N

2.5-2 Disturbance of biologically unique or sensitive protected communities is stated as significant impact. However, the mitigation should be to drop certain projects that are in areas not presently urbanized.

8-O

2.5-7 Cumulative impact caused by urbanization - this could also ve avoided by this plan if transportation projects that promote development in these areas were not included in plan.

8-P

Section 2.6 WATER RESOURCES

p. 2-98 This EIR acknowledges that implementation of proposed transportation improvements would result in impacts on water resources by accommodating future planned urban development...
We agree but would like to see a mitigation suggested.

8-Q

Section 2.10 POPULATION, HOUSING AND SOCIAL ENVIRONMENT

p. 2-156 Criteria for Significance
We disagree with #1: contributes to unplanned population or employment growth
Some of this so-called planned growth has not actually been approved or constructed and we disagree with your premise that the transportation system , i.e. roads. does not affect population and employment. Some of this growth has not occurred and would not if roads were not provided.

8-R

The EIR should recognize that if previous mitigation was required, e.g. for traffic congestion, it was unsuccessful as a mitigation. Projections are that these types of mitigation will not work in the next 20 years. Therefore MTC must exert leadership to amend the previous plan that was not environmentally sound in that it facilitated auto dependent development, both residential and work-related.

8-S

Section 2.11 LAND USE

Table 2-11-4 p. 2-173
Add to listed projects that impinge on non-grazing agricultural land

Vasco Road
Highway 4 Bypass
Route 4 East widening

8-T

p. 2-176 Mitigation should be strengthened by funds to promote smart growth and discourage the sprawl which is currently planned..

8-U

As you rightly point out (p. 2-175) counties in the Bay Area have more land planned for development than will be required; this EIR should indicate areas that should not be encouraged for development because of the sensitivity of the land or its distance from transit alternatives which would facilitate auto dependency.. Therefore your mitigation should be to scale back on those projects that encourage such poor planning practices.

8-V

The Mitigation(p.2-177) funding for HIP and TLC is woefully inadequate for the tasks and needs to be increased and become more proactive.

8-W

3.1 ALTERNATIVES TO THE PROJECT

p. 3-1 All plans listed increase Daily Vehicle Trips.
Under all plans level F increases
Under all plans energy use increases.
Under all plans PM 10 increases.

p. 3-14 Environmentally Superior Alternative

8-X

System management is minimally superior but only based on the criteria you identify; however it is not environmental superior because it emphasizes auto travel at peak hours and neglects your own study which shows that work-related travel
will decrease during the period.
The environmentally superior alternative would be one that:
1. provided pro active leadership to local governments in planning for
development that was not auto dependent.
2. shifted funds to those areas who are auto dependent because of lack of viable transit alternatives during both peak and non peak hours.

8-Y

p. 3-17 By merely stating that transportation has no effect on land use, you dismiss
the growth inducing impacts; this is not sufficient; history has shown quite clearly that, without government provision of roads and other infrastructure certain developments
are not financially feasible.
This plan which tries to facilitate travel by automobile - at which is fails
anyway - is growth inducing of the wrong sorts of growth.

Again, your final sentence that these are impacts that characterize growth
allows governments to ignore environmental and social impacts and to continue
business as usual; this is certainly not the purpose of an EIR.

8-Z

-

LETTER 8 SIERRA CLUB BAY AREA CHAPTER, SEPTEMBER 28, 2001

8-A Metropolitan planning regulations and conformity regulations require that MTC use the latest planning assumptions in the long range plan and air quality analysis of the RTP. (See also CEQA Guidelines Appendix G.) The development of regional demographic and land use projections is the responsibility of ABAG. To produce the land use data for *Projections 2000*, for instance, ABAG continually collects data on current land use and development policies of local governments (such as general and specific plans, local zoning regulations, sewer hookup moratoria, building permit allocation measures, and growth initiatives). MTC has based its transportation and environmental analysis on the demographic and land use projections included in ABAG's *Projections 2000*. There are no other adopted land use forecasts produced by ABAG that could be substituted for these projections.

Additionally, in the fall of 2000, MTC joined four other regional agencies – ABAG, the Bay Area Air Quality Management District (http://www.baaqmd.gov), the San Francisco Bay Conservation and Development Commission (http://www.bcdc.ca.gov), and the San Francisco Bay Regional Water Quality Control Board (http://www.swrcb.ca.gov/rwqcb2) – as well as the Bay Area Alliance for Sustainable Development (http://www.bayareaalliance.org), in developing a set of smart growth land use options for the future. If adopted by ABAG, MTC will use this scenario in future Regional Transportation Plans and EIRs.

8-B Continuing auto dependency is neither an objective nor a reasonably foreseeable physical environmental effect of the proposed project. Rather, the 2001 RTP includes programs and projects to reduce auto dependency and anticipated increases in VMT. Furthermore, federal and state health-based air quality standards account for all segments of the population, including young and old. Mobile source related emissions from all criteria pollutants except PM_{10} are projected to decrease substantially in the future due to improved automobile engines and fuels. As noted in the Draft EIR, without implementation of the RTP, PM_{10} emissions are expected to increase substantially due to projected regional growth and the attendant increase in travel, which the Draft EIR identifies as a significant impact on a cumulative basis. Implementation of the 2001 RTP will mitigate the significance of cumulative PM_{10} emissions because it includes programs and projects to reduce the growth in VMT.

8-C This comment identifies socioeconomic concerns that are outside the CEQA purview. (CEQA Guidelines, §§ 15131, subd. (a), 15382; see also Pub. Resources Code, §§ 21100, subd. (d), 21151, 21080, subd. (e).) Nevertheless, general mobility issues for minority and low income residents are addressed in a report entitled *Environmental Justice Report of the*

2001 RTP for the San Francisco Bay Area (September 2001), incorporated herein by reference pursuant to CEQA Guidelines section 15150 and Public Resources Code section 21092. (See also Meeting Minutes, Environmental Justice Advisory Group, January 17, 2001; and Transportation Justice Working Group/MTC correspondence, February 5, 2001 through July 2, 2001 (incorporated herein by reference pursuant to CEQA Guidelines section 15150 and Public Resources Code section 21092).)

8-D Please refer to the response to comment 8-A.

8-E The travel pattern data shown in Tables 2.1-1 and 2.1-7 on pages 2-2 and 2-10 of the Draft EIR are based on daily travel patterns, not peak hour trips. The average travel times shown in Table 2.1-7 are based on a weighing of peak period and off-peak period travel times.

8-F Table 2.1-8 on page 2-11 of the Draft EIR shows the accessibility of Bay Area households to activities by means of auto and transit. This comment is further addressed in the revisions to Table 2.1-8 in Section 2 of this document.

8-G The requested information has been provided through extensive consultation and public outreach efforts (see, e.g., MTC *Public Outreach & Involvement Program – Phase 1 Summary Report*, June 2001; MTC *Public Outreach Notebook*, April 2000 (incorporated by reference herein pursuant to CEQA Guidelines section 15150 and Public Resources Code section 21092) and the resultant evaluation of a range of alternatives, considering different types and levels of transit service. Changes in transit supply levels for these alternatives are shown in Table 3.1-1 on page 3-2 of the Draft EIR. The resulting changes in VMT for these alternatives are shown in Table 3.1-6 on page 3-7 of the Draft EIR.

For additional information, a comparison of daily transit trips and boardings to VMT, by alternative, is shown in Table 3 of page 18 of MTC's *Performance Measures Report for the 2001 Regional Transportation Plan for the San Francisco Bay Area* (August 2001) (incorporated by reference herein pursuant to CEQA Guidelines section 15150 and Public Resources Code section 21092).

8-H Transit accessibility is improving as shown in the *Performance Measure Report for the 2001 RTP* (September 2001) (incorporated herein by reference pursuant to CEQA Guidelines section 15150 and Public Resources Code section 21092). Transit's contribution to mobility is situational, depending on the service provided to the desired destination, cost and convenience. While the RTP indicates that 77 percent of all future transportation revenues will go to public transit, it also projects that only about 6 percent of daily trips will use public transit. Please also refer to the response to comment 4-B.

8-I This comment does not accurately reflect the information in the Draft EIR. For example, Table 2.2-8 on page 2-30 of the Draft EIR shows that emissions for CO, ROG, and NO_X are expected to decrease substantially between 1998 and 2025, the horizon year of the 2001 RTP. This information reflects progress in improving air quality through transportation planning strategies as well as through stringent controls on automobile emissions implemented by the California Air Resources Board (http://www.arb.ca.gov). In addition, Table 2.2-1 of the Draft EIR illustrates that the Bay Area meets the 1-hour national ozone standard more than 99.9 percent of the time. From 1990 to 2000, Livermore is the only monitoring station that has more than one exceedance per year. Six stations recorded no exceedances in any year over the eleven-year period. This record has been achieved despite the unusually hot weather experienced in the mid-90s. (See also *Revised 2001 San Francisco Bay Area Ozone Attainment Plan for the 1-Hour National Ozone Standard* adopted by ABAG, BAAQMD, and MTC on October 24, 2001 (incorporated herein by reference pursuant to CEQA Guidelines section 15150 and Public Resources Code section 21092).)

8-J As noted in the Draft EIR, the CEQA Guidelines provide that significant impacts to air quality would occur if the plan would: conflict with or obstruct implementation of the applicable air quality attainment plan; violate any air quality standard or contribute to an existing or projected air quality violation; or result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors). The Draft EIR for the RTP considers these criteria to the extent reasonably feasible in a programmatic document by evaluating the proposed RTP in relation to overall mobile source emission trends.

The Draft EIR calculated projected vehicle emissions for the proposed project and determined the significance of air quality impacts by comparing them to both the existing physical environment and to the "No Project Alternative" (see, e.g., Draft EIR, p. 2-29; see also CEQA Guidelines, § 15125; Memorandum to MTC Planning and Operations Committee from MTC Executive Director re: Release of Draft EIR for the 2001 RTP, August 10, 2001 (incorporated by reference herein pursuant to CEQA Guidelines section 15150 and Public Resources Code section 21092).) The Draft EIR indicates that the air quality impacts with regard to CO, ROG, and NO_X are not significant, because implementation of the RTP, together with state controls on vehicle emissions, will result in levels of emissions that are substantially lower than levels of criteria pollutants under existing conditions (Draft EIR, p. 2-30). This is not an adverse environmental impact (see, e.g., CEQA Guidelines, § 15382; see also Pub. Resources Code, § 21068.)

As further noted in the Draft EIR, PM_{10} emissions are expected to increase substantially with or without the project due to projected regional growth and the attendant increase in travel, which the Draft EIR identifies as a significant impact on a cumulative basis. Implementation of the 2001 RTP will mitigate the significance of cumulative PM_{10} emissions because it includes programs and projects to reduce the growth in VMT.

The statements in the Draft EIR with regard to attainability of the BAAQMD criteria are based on current demographic projections being used for regional planning; the Draft EIR's data are more accurate than the information upon which the BAAQMD criteria were based. No economically or socially feasible, realistic set of strategies for future land use changes or transportation pricing suggests that the BAAQMD criteria can be achieved. Analysis of data from the Urban Mobility Study (incorporated herein by reference pursuant to CEQA Guidelines section 15150 and Public Resources Code section 21092) by the Texas A&M University's Texas Transportation Institute ("TTI") (http://tti.tamu.edu) indicates that only two of the 68 metropolitan areas studied for the 1982 to 1999 period had annual VMT growth rates that were less than or equal to population growth rates. Data for the 68 metropolitan areas over this timeframe indicate an average 1.23 percent per year growth rate in total population and a 3.25 percent per year growth rate in daily VMTs. As discussed above, the Draft EIR shows that emissions for all criteria pollutants except PM_{10} will decline substantially throughout the RTP planning horizon.

With respect to the BAAQMD's CEQA Guidelines, the Air District itself has stated in responses to recent comments on the *Revised 2001 San Francisco Bay Area Ozone Attainment Plan for the 1-Hour National Ozone Standard* adopted by ABAG, BAAQMD, and MTC on October 24, 2001 (incorporated herein by reference pursuant to CEQA Guidelines section 15150 and Public Resources Code section 21092) "VMT/population growth rate comparison is intended for evaluating *local* plans and their consistency with regional air quality plans. The reason this criteria [sic] was established is because the California Clean Air Act sets performance standards for growth in motor vehicle use; and since local development decisions influence travel demand and local governments have sole jurisdiction over land use decisions, the District wants to encourage cities and counties to adopt local plans that limit growth in VMT." (See also http://www.baaqmd.gov/planning/2001sip/2001sip.htm.)

8-K Please refer to the responses to comments 8-I and 8-J.

8-L Please refer to the responses to comments 4-B and 4-D.

8-M The Draft EIR was prepared in accordance with CEQA to evaluate the RTP's potentially significant adverse impacts on the environment. Accordingly, the Draft EIR identifies increases in energy consumption due to projected increases in travel associated with future population and employment growth in the region. (Draft EIR, pp. 2-36 - 2-38.) Potentially significant adverse impacts related to transportation energy use are determined primarily by the efficiency of cars and trucks (determined at the federal level), and public transportation. The Draft EIR explains that tighter federal fuel efficiency standards would mitigate these increases to the greatest extent feasible, and further explains that, in contrast, analysis of differences between a wide range of RTP transportation alternatives reveals very little effect on overall energy consumption/greenhouse gas generation (see, e.g., Table 3.1-6).

Importantly, the Draft EIR evaluates a conservative, "worst-case" scenario because, although it acknowledges recent developments in technologies such as hybrid engines, it does not assume that they come into widespread use.

Please also refer to response to comment 4-B regarding trends in VMT.

8-N This comment states an opinion that potential impacts related to loss of habitat and pollution of wetlands or streams cannot be mitigated to a level of insignificance. On the contrary, the Draft EIR evaluates these potential impacts to the extent feasible at the programmatic level, explains that site-specific review of transportation projects in the RTP will be conducted pursuant to CEQA, and identifies performance standards to ensure no significant adverse impacts related to biological resources, including no net loss of wetland acreage and value. (Draft EIR, pp. 2-76 - 2-82; see, e.g., *Rio Vista Farm Bureau Center v. County of Solano* (1992) 5 Cal.App.4th 351.)

8-O The commenter's proposal to "drop certain projects that are in areas not presently urbanized" identifies policy concerns rather than concerns related to the adequacy of the Draft EIR, and is an inherent consideration in the site-specific "no project" analysis of individual RTP transportation projects. (See CEQA Guidelines, § 15126.6, subd. (e).)

8-P The Draft EIR was prepared to inform decision-makers of the potentially significant environmental consequences of the 2001 RTP. Toward that end, Chapter 2.11 of the Draft EIR provides a detailed discussion of the relationship between the transportation improvements proposed in the RTP and land use. Specifically, beginning on page 2-170, the Draft EIR discusses urbanization impacts that could result from changes in accessibility made by some transportation improvements. (See also Draft EIR, pp. 3-15 - 3-16 (discussing potential growth-inducing impacts).) The transportation improvements proposed in the RTP are consistent with the projected and planned growth in the Bay

Area, as identified by ABAG in consultation with local governments, who determine which lands are available for new development. The 2001 RTP does not – and cannot – alter the amount of land allocated for development in local land use plans. At most, a small number of transportation improvements in the 2001 RTP could have localized effects on the timing of development in areas that depend on new access. (See Draft EIR, pp. 3-15 - 3-16.) Site-specific environmental review of these projects and their localized effects will be conducted as described in the Draft EIR. (See, e.g., Draft EIR, pp. 1-2 - 1-3, 1-6 - 1-7.)

8-Q This comment is addressed in the revised mitigation identified for Impact 2.6-3 in Section 2 of this document.

8-R Under CEQA, the appropriate threshold of significance for a given environmental effect is simply that level at which the lead agency finds the effects to be significant; it can be defined as a quantitative or qualitative standard, or set of criteria, pursuant to which the significance of a given environmental effect may be determined. (See Governor's Office of Planning and Research, *Thresholds of Significance: Criteria for Defining Environmental Significance* (CEQA Technical Advice Series, September 1994).) While not adopted for general use pursuant to CEQA Guidelines section 15064.7, MTC has identified "significance criterion one" as an appropriate standard for evaluating the potential effects of the 2001 RTP, based on substantial evidence in the record. (See, e.g., ABAG's *Projections 2000.*) Please also refer to the response to comment 8-P.

8-S Auto dependent development is a result of residential preference factors, split commutes, and other influences, which may include, for example, the strong employment growth of Silicon Valley in the absence of proportionate residential growth; limitations on the *rate* of residential development by Bay Area cities; the imposition of growth management measures, including urban growth boundaries, by many Bay Area cities and counties; or other factors. (See, e.g., MTC *Commuter Forecasts for the San Francisco Bay Area, 1990-2020, Data Summary*, September 1998 (incorporated herein by reference pursuant to CEQA Guidelines section 15150 and Public Resources Code section 21092.) The RTP's strategies, taken as a whole, are expected to enhance mobility and access while minimizing environmental impacts to the extent feasible within a framework of financial reality. (See MTC *Funding Guide* and MTC *Citizens' Guide*, incorporated by reference herein pursuant to CEQA Guidelines section 15150 and Public Resources Code section 21092.)

Impacts such as traffic congestion and increased air pollutant emissions result from regional growth that will continue to occur with or without major transportation improvements, since the factors most affecting potential growth are immigration, birth

rates of different segments of the population, housing availability and cost, job opportunities, and other factors. (Draft EIR, pp. 3-15 - 3-16.) Transportation investment in general, and increased capacity in particular, currently lag behind the growth that has already occurred in the Bay Area. (See, e.g., MTC *Bay Area Transportation Blueprint – Phased Implementation Plan* (incorporated by reference herein pursuant to CEQA Guidelines section 15150 and Public Resources Code section 21092.) Roadway lane miles are projected to increase by only 5 percent by the year 2025, while population is expected to increase by 19 percent and jobs will increase by 33 percent. The limited transportation system expansion contemplated in the 2001 RTP therefore will not result in traffic congestion impacts, beyond those created by regional growth, that require separate mitigation. (Draft EIR, pp. 2-10 - 2-14, 3-15 - 3-16.)

8-T Table 2.11-4 of the Draft EIR identifies RTP projects with the potential to convert resource lands to transportation use. For the purposes of this analysis, agricultural lands classified by the California Department of Conservation under its Farmland Mapping and Monitoring Program as *prime farmland, farmland of statewide importance, farmland of local importance,* and *grazing land* were considered a resource. (See also CEQA Guidelines, Appendix G.) Agricultural lands classified as *other* by the Department of Conservation were not considered a resource due to their relatively low importance and the fact that their limited conversion to transportation use would not be significant at a regional level. The Draft EIR does indicate, however, that while on a regional level the conversion of resource lands to transportation use would not be significant, some conversion could be considered locally significant. Such impacts must be evaluated on a case-by-case basis in the process of site-specific environmental review of RTP projects.

8-U "[T]he sprawl which is currently planned" by cities and counties in the Bay Area is not an adverse impact of the 2001 RTP for which the Draft EIR can identify feasible mitigation. (See Pub. Resources Code, §§ 21002, 21081, subd. (a), 21100, subd. (b)(3); CEQA Guidelines, §§ 15002, subd. (a)(3), 15021, subd. (a)(2), 15091, subd. (a)(1), 15126, subd. (e), 15126.4.) MTC has no land use authority and cannot directly affect growth patterns. To the extent reasonably feasible, MTC promotes coordination and integration of transportation and land use planning through participation in the Regional Agencies Smart Growth Initiative as well as through its Transportation for Livable Communities ("TLC") program and its Housing Incentive Program ("HIP"). (Draft EIR, pp. 2-176 - 2-177.) Please also refer to the response to comment 8-W.

8-V Planning future land uses is outside MTC's scope of authority and is not a purpose of the 2001 RTP. (See California Transportation Commission *Regional Transportation Plan Guidelines* (December 1999), pp. 2-3 (incorporated by reference herein pursuant to CEQA Guidelines section 15150 and Public Resources Code section 21092).) The

transportation planning efforts of the RTP must be based on current and reliable data such as the regional land use assumptions prepared by ABAG, which take into account local general plans. MTC is mandated by federal regulations to use the ABAG projections in the RTP. Please also refer to the response to comment 8-U.

8-W The RTP addresses this concern by proposing to triple the funding for the HIP and TLC programs. (MTC *Draft 2001 Regional Transportation Plan for the San Francisco Bay Area*, August 2001, pp. 45-46, 52.)

8-X These factors are manifestations of the projected growth in the Bay Area, upon which the modest transportation improvements that can be funded in the 2001 RTP have extremely limited effect. Please also refer to the responses to comments 4-D and 8-S.

8-Y These comments relating to an environmentally superior alternative do not account for statutory restrictions on the "shifting" of funds, nor do they acknowledge the more fundamental issue of the general limitation related to availability of funds to operate expanded and new transit service. (See, e.g., MTC *Funding Guide*; MTC *Citizens' Guide*.) Please also refer to the response to comment 7-E regarding the System Management Alternative.

8-Z While it is true that, historically, transportation projects can change land access conditions and facilitate future growth, such influences of the 2001 RTP will be insignificant because:

- Modifications to the existing transportation network proposed in the 2001 RTP are very modest, and are intended to maintain system operations, address existing congestion, and serve projected regional growth. Roadway expenditures are estimated to increase roadway capacity by only 5 percent over the 25-year planning horizon of the 2001 RTP. By comparison, population is expected to grow by 19 percent and employment by 33 percent over the same period. Nearly two-thirds of the entire RTP budget is devoted to transit maintenance and operations, and another 14 percent to road maintenance and operations. By devoting 80 percent of available funds to maintaining and operating the existing transportation network, the 2001 RTP recognizes that the first and best defense against sprawl is investment in the urban core.

- The RTP does not include any new regional or sub-regional roadway corridors – except the Highway 4 Bypass, which has been analyzed in a separate project-level EIR and in the previous RTP – that would create access to new non-urbanized areas or "open them up" for development. (See, e.g., 1998 RTP EIR, which is incorporated by reference herein pursuant to CEQA Guidelines section 15150 and

Public Resources Code section 21092.) Conversely, the RTP includes several new transit corridors, including light rail and bus corridors.

- The region is built out to such a degree that the transportation improvements in the 2001 RTP will not have significant growth-inducing impacts. The transportation improvements themselves will play little, if any, role in expanding urban areas or changing the land use character of neighborhoods and districts in the Bay Area.

Please also refer to the responses to comments 4-D, 8-S, and 8-X.

State of California **The Resources Agency**

MEMORANDUM

To: Project Coordinator
Resources Agency

Date: September 27, 2001

Ms. Ashley Nguyen
Metropolitan Transportation Commission
101 Eighth Street
Oakland, CA 94607

9

From: **Department of Conservation**
Office of Governmental and Environmental Relations

Subject: Draft Environmental Impact Report (DEIR) for the 2001 Regional Transportation Plan (RTP) – **SCH #2001032141**

The California Department of Conservation's Divisions of Mines and Geology (DMG) and Land Resource Protection (DLRP) have reviewed the DEIR for the RTP. DMG maps and classifies the presence of significant mineral resources in California, and produces reports and maps to support land use decisions that conserve these resources. DLRP administers statewide agricultural land conservation programs including the Farmland Mapping and Monitoring Program and the California Land Conservation (Williamson) Act. We offer the following comments on the DEIR.

Mineral Resources

The DEIR for the Metro Transportation Project does not address the possible impacts that the project may have on mineral resources. We acknowledge the fact that the DEIR is programmatic and does not address the level of scale or detail necessary to identify site-specific impacts. We nevertheless recommend that the final document describe significant mineral resource zones in the planning region that could be impacted by subsequent projects resulting from the RTP. The final EIR should also discuss potential direct and indirect impacts of full implementation of the RTP in terms of future availability of mapped mineral resources relative to future demand.

9-A

We refer you to DMG Open File Reports 99-01 and 96-03, and DMG Special Report 146 for information on mapped and classified mineral resources, and analyses of supply and demand. Also, the general plans of each county in the planing area are required by the 1975 Surface Mining and Reclamation Act (SMARA) to contain mineral resource conservation policies. The DEIR should examine the consistency of RTP policies with those of county mineral resource conservation policies.

Agricultural Land Conservation

DLRP commented on the Notice of Preparation for the project in its letter of April 26, 2001. We offer the following additional comments.

The DEIR explains that its analysis is at a program-level, and that future projects resulting from the RTP will be subject to a project-specific environmental analysis pursuant to California Environmental Quality Act (CEQA) and/or the National Environmental Protection Act. Nevertheless, the DEIR generally discusses impacts of the project on resource lands, including prime agricultural land. Table 2.11-4 lists the types of agricultural lands impacted by transportation corridors, though not the acreage involved. The DEIR summarizes the conversion impacts by noting that the conversion of resource land is likely to be limited. We request a more detailed justification for a finding that there will be no significant impact. For example, we suggest that acreage estimates be used to conduct an impact analysis based on the California Land Evaluation and Site Assessment (LESA) model. This model is an adaptation for California of the U.S. Department of Agriculture's LESA model that is used to rate farmland impacts of federal projects under the Farmland Protection Policy Act of 1981. A user handbook of the California LESA model is available from the Department via the Web at http://www.consrv.ca.gov/dlrp/LESA/LESA.htm. **9-B**

The DEIR notes that project sponsors shall commit to mitigation measures at the time of certification of their project environmental document. The DEIR then lists several mitigation measures to be considered. With the exception of the mitigation measure proposing avoidance of the impact, the other mitigation measures only address land use impairment or conflict impacts, but not the direct conversion or growth-inducing impacts. Therefore, we recommend that the final EIR also discuss the purchase of agricultural land conservation easements on land of at least equal quantity and size as partial compensation for the direct loss of agricultural land. The strategic purchase of conservation easements along future transportation corridors through agricultural lands can also serve to mitigate growth-inducing impacts of transportation projects. We highlight this measure because of its growing acceptance and use by lead agencies as mitigation for the loss of agricultural land under CEQA. In particular, Caltrans now proposes the use of agricultural conservation easements to mitigate transportation project impacts on agricultural land. In addition, agricultural land conservation easements to mitigate project impacts have been used by the cities of Livermore and Woodland, as well as by the Counties of Monterey and Sacramento. **9-C**

Mitigation using easements can be implemented by at least two alternative approaches. One approach is the prior purchase and dedication of easements as a condition of project approval. The second approach is via the payment of impact

mitigation fees for the subsequent purchase of easements by a local, regional or statewide organization or agency whose purpose includes the purchase, holding and maintenance of agricultural land conservation easements. These organizations include land trusts and conservancies. At the state level, the Division's California Farmland Conservancy Program (CFCP) is authorized to accept funds for the subsequent purchase (via grants to local organizations) of agricultural land conservation easements. Whatever the approach, if the use of conservation easements is considered, the conversion of agricultural land should be deemed an impact of at least regional significance, and the search for replacement lands conducted regionally.

9-C

Information on the CFCP, and conservation easements generally, is available on the Department's website, or by contacting the Division at the address and phone number listed below. The Department's website address is:

http://www.consrv.ca.gov/dlrp/CFCP/index.htm

Thank you for the opportunity to comment on the DEIR. If you have questions on our comments, or require technical assistance or information on mineral resources or agricultural land conservation, please call me at (916) 445-8733.

Kenneth E. Trott
Environmental Coordinator

cc: Robert Hill, Supervising Geologist
Division of Mines and Geology

Erik Vink, Assistant Director
Division of Land Resource Protection

LETTER 9 CALIFORNIA DEPARTMENT OF CONSERVATION, SEPTEMBER 27, 2001

9-A This comment is addressed through revisions to Criterion of Significance 1, Summary of Impacts Table 2.11-4, and Method of Analysis for Section 2.11 in Section 2 of this document.

9-B As noted in the Draft EIR, quantification of the potential conversion of resource lands to transportation use resulting from the 2001 RTP cannot be determined until the final design of the specific transportation improvements identified in Table 2.11-4—including the width and location of any new right-of-way—is complete. Accordingly, further assessment of the significance of potential conversion of resource lands at this conceptual, programmatic stage would be highly speculative and essentially meaningless. Site-specific review of RTP projects will be conducted in accordance with CEQA based on detailed design proposals for the improvements.

9-C This comment is addressed through revisions to the mitigation for Impact 2.11-1 in Section 2 of this document.

STATE OF CALIFORNIA

GOVERNOR'S OFFICE *of* PLANNING AND RESEARCH

Gray Davis
GOVERNOR

Steven A. Nissen
DIRECTOR

October 1, 2001

Ashley Nguyen
Metropolitan Transportation Commission
101 Eighth Street
Oakland, CA 94607

10

Subject: 2001 Regional Transportation Plan for San Francisco Bay Area
SCH#: 2001032141

Dear Ashley Nguyen:

The State Clearinghouse submitted the above named Draft EIR to selected state agencies for review. On the enclosed Document Details Report please note that the Clearinghouse has listed the state agencies that reviewed your document. The review period closed on September 28, 2001, and the comments from the responding agency (ies) is (are) enclosed. If this comment package is not in order, please notify the State Clearinghouse immediately. Please refer to the project's ten-digit State Clearinghouse number in future correspondence so that we may respond promptly.

Please note that Section 21104(c) of the California Public Resources Code states that:

> "A responsible or other public agency shall only make substantive comments regarding those activities involved in a project which are within an area of expertise of the agency or which are required to be carried out or approved by the agency. Those comments shall be supported by specific documentation."

These comments are forwarded for use in preparing your final environmental document. Should you need more information or clarification of the enclosed comments, we recommend that you contact the commenting agency directly.

This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. Please contact the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process.

Sincerely,

Terry Roberts

Terry Roberts
Senior Planner, State Clearinghouse

Enclosures
cc: Resources Agency

Document Details Report
State Clearinghouse Data Base

SCH# 2001032141
Project Title 2001 Regional Transportation Plan for San Francisco Bay Area
Lead Agency Metropolitan Transportation Commission

Type EIR Draft EIR

Description The Regional Transportation Plan is the major policy and planning document for the Metropolitan Transportation Commission and is required under federal planning regulations. It outlines future transportation investment strategies for the nine-county San Francisco Bay Area through the year 2025, given a reasonable estimate of future transportation revenues. The last update of the RTP was adopted by the MTC in October 1998.

Lead Agency Contact

Name Ashley Nguyen
Agency Metropolitan Transportation Commission
Phone 510-464-7809 **Fax**
email
Address 101 Eighth Street
City Oakland **State** CA **Zip** 94607

Project Location

County Alameda, Contra Costa, Marin, Napa, San Francisco, ...
City
Region
Cross Streets
Parcel No.
Township **Range** **Section** **Base**

Proximity to:

Highways
Airports
Railways
Waterways
Schools
Land Use

Project Issues Aesthetic/Visual; Agricultural Land; Air Quality; Archaeologic-Historic; Economics/Jobs; Geologic/Seismic; Noise; Soil Erosion/Compaction/Grading; Traffic/Circulation; Water Quality; Wetland/Riparian; Wildlife; Growth Inducing; Landuse; Cumulative Effects

Reviewing Agencies Resources Agency; Department of Conservation; Department of Fish and Game, Region 3; Delta Protection Commission; Office of Historic Preservation; Department of Parks and Recreation; San Francisco Bay Conservation and Development Commission; California Highway Patrol; Caltrans, District 4; Caltrans, Division of Transportation Planning; Air Resources Board, Transportation Projects; Regional Water Quality Control Board, Region 2; Department of Toxic Substances Control; Native American Heritage Commission; State Lands Commission

Date Received 08/14/2001 **Start of Review** 08/15/2001 **End of Review** 09/28/2001

Note: Blanks in data fields result from insufficient information provided by lead agency.

Department of Toxic Substances Control

Edwin F. Lowry, Director
700 Heinz Avenue, Bldg. F, Suite 200
Berkeley, California 94710-2721

Winston H. Hickox
Secretary for
Environmental
Protection

Gray Davis
Governor

clear 9/28/01 e

September 19, 2001

Ms. Ashley Nguyen
Metropolitan Transportation Commission
101 Eighth St.
Oakland, CA 94607

Dear Ms. Nguyen:

Thank you for the opportunity to comment on the Draft Environmental Impact Report (EIR) (SCH # 2001032141) for the 2001 Regional Transportation Plan (RTP) for the San Francisco Bay Area. As you may be aware, the California Department of Toxic Substances Control (DTSC) oversees the cleanup of sites where hazardous substances have been released pursuant to the California Health and Safety Code, Division 20, Chapter 6.8. As a Resource Agency, DTSC is submitting comments to ensure that the environmental documentation prepared for this project adequately addresses any required remediation activities related to a hazardous substances release.

After having reviewed the Draft EIR, there are several issues of concern that need to be addressed in the individual CEQA documents that will be prepared for future transportation projects under the RTP. For example, if buildings on residential, commercial, or industrial land need to be removed for construction purposes, historical assessments of the properties should be conducted to determine if chemicals were ever used or released. Depending on the results of the assessment, soil and/or groundwater sampling may be necessary. Similarily, the draft EIR notes that for a number of projects, the conversion of agricultural land to transportation use will occur. For these projects, a historical survey should also be conducted to determine whether pesticides were applied. If so, soil and groundwater samples should be collected in order to determine the chemical levels and extent of pesticide contamination. Likewise, if projects occur near waterways or bodies of water, the condition of the water should be reviewed for chemical content. The impacts of the specific projects from and to groundwater and/or surface water should be addressed. If hazardous substances have been released, they will need to be addressed as part of the projects.

For example, if the remediation activities include the need for soil excavation, the CEQA document should include: (1) an assessment of air impacts and health impacts associated with the excavation activities; (2) identification of any applicable local standards which may be exceeded by the excavation activities, including dust levels and noise; (3) transportation impacts from the removal or remedial activities; and (4)

risk of upset should be there an accident at the Site.

DTSC can assist lead agencies in overseeing characterization and cleanup activities through our Voluntary Cleanup Program. A fact sheet describing this program is enclosed. We are aware that such projects are typically on a compressed schedule, and in an effort to use the available review time efficiently, we request that DTSC be included in future meetings where issues relevant to our statutory authority are discussed.

DTSC is currently administering the $85 million Urban Cleanup Loan Program, which will provide low-interest loans to investigate and cleanup hazardous materials at properties where redevelopment is likely to have a beneficial impact to a community. The program is composed of two main components: low interest loans of up to $100,000 to conduct preliminary endangerment assessments of underutilized properties; and loans of up to $2.5 million for the cleanup or removal of hazardous materials also at underutilized urban properties. These loans are available to developers, businesses, schools, and local governments. A fact sheet regarding this program is attached for your information.

Please contact Homayune Atiqee of my staff at (510) 540-3816 if you have any questions or would like to schedule a meeting. Thank you in advance for your cooperation in this matter.

Sincerely,

Barbara J. Cook

Barbara J. Cook, P.E., Chief
Northern California - Coastal Cleanup
Operations Branch

Enclosures

cc: without enclosures

Governor's Office of Planning and Research
State Clearinghouse
P.O. Box 3044
Sacramento, California 95812-3044

Guenther Moskat
CEQA Tracking Center
Department of Toxic Substances Control
P.O. Box 806
Sacramento, California 95812-0806

LETTER 10 STATE OF CALIFORNIA GOVERNOR'S OFFICE OF PLANNING AND RESEARCH, OCTOBER 1, 2001

10-A This transmittal letter is acknowledged. The comment letter is transmitting comments received by the State Clearinghouse, to which written responses have been made. No further response is necessary.

STATE OF CALIFORNIA

GOVERNOR'S OFFICE *of* PLANNING AND RESEARCH

Gray Davis
GOVERNOR

Steven A. Nissen
DIRECTOR

October 1, 2001

Ashley Nguyen
Metropolitan Transportation Commission
101 Eighth Street
Oakland, CA 94607

11

Subject: 2001 Regional Transportation Plan for San Francisco Bay Area
SCH#: 2001032141

Dear Ashley Nguyen:

The enclosed comment (s) on your Draft EIR was (were) received by the State Clearinghouse after the end of the state review period, which closed on September 28, 2001. We are forwarding these comments to you because they provide information or raise issues that should be addressed in your final environmental document.

The California Environmental Quality Act does not require Lead Agencies to respond to late comments. However, we encourage you to incorporate these additional comments into your final environmental document and to consider them prior to taking final action on the proposed project.

Please contact the State Clearinghouse at (916) 445-0613 if you have any questions concerning the environmental review process. If you have a question regarding the above-named project, please refer to the ten-digit State Clearinghouse number (2001032141) when contacting this office.

Sincerely,

Terry Roberts

Terry Roberts
Senior Planner, State Clearinghouse

Enclosures
cc: Resources Agency

1400 TENTH STREET P.O. BOX 3044 SACRAMENTO, CALIFORNIA 95812-3044
916-322-2318 FAX 916-324-9936 www.opr.ca.gov

State of California **The Resources Agency**

MEMORANDUM

To: Project Coordinator
Resources Agency

Date: September 27, 2001

Ms. Ashley Nguyen
Metropolitan Transportation Commission
101 Eighth Street
Oakland, CA 94607

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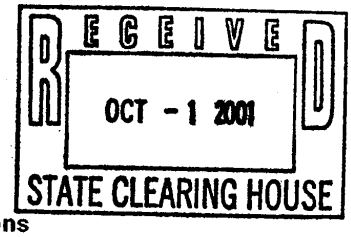


From: **Department of Conservation**
Office of Governmental and Environmental Relations

Subject: Draft Environmental Impact Report (DEIR) for the 2001 Regional Transportation Plan (RTP) – **SCH #2001032141**

The California Department of Conservation's Divisions of Mines and Geology (DMG) and Land Resource Protection (DLRP) have reviewed the DEIR for the RTP. DMG maps and classifies the presence of significant mineral resources in California, and produces reports and maps to support land use decisions that conserve these resources. DLRP administers statewide agricultural land conservation programs including the Farmland Mapping and Monitoring Program and the California Land Conservation (Williamson) Act. We offer the following comments on the DEIR.

Mineral Resources

The DEIR for the Metro Transportation Project does not address the possible impacts that the project may have on mineral resources. We acknowledge the fact that the DEIR is programmatic and does not address the level of scale or detail necessary to identify site-specific impacts. We nevertheless recommend that the final document describe significant mineral resource zones in the planning region that could be impacted by subsequent projects resulting from the RTP. The final EIR should also discuss potential direct and indirect impacts of full implementation of the RTP in terms of future availability of mapped mineral resources relative to future demand.

We refer you to DMG Open File Reports 99-01 and 96-03, and DMG Special Report 146 for information on mapped and classified mineral resources, and analyses of supply and demand. Also, the general plans of each county in the planing area are required by the 1975 Surface Mining and Reclamation Act (SMARA) to contain mineral resource conservation policies. The DEIR should examine the consistency of RTP policies with those of county mineral resource conservation policies.

Agricultural Land Conservation

DLRP commented on the Notice of Preparation for the project in its letter of April 26, 2001. We offer the following additional comments.

The DEIR explains that its analysis is at a program-level, and that future projects resulting from the RTP will be subject to a project-specific environmental analysis pursuant to California Environmental Quality Act (CEQA) and/or the National Environmental Protection Act. Nevertheless, the DEIR generally discusses impacts of the project on resource lands, including prime agricultural land. Table 2.11-4 lists the types of agricultural lands impacted by transportation corridors, though not the acreage involved. The DEIR summarizes the conversion impacts by noting that the conversion of resource land is likely to be limited. We request a more detailed justification for a finding that there will be no significant impact. For example, we suggest that acreage estimates be used to conduct an impact analysis based on the California Land Evaluation and Site Assessment (LESA) model. This model is an adaptation for California of the U.S. Department of Agriculture's LESA model that is used to rate farmland impacts of federal projects under the Farmland Protection Policy Act of 1981. A user handbook of the California LESA model is available from the Department via the Web at http://www.consrv.ca.gov/dlrp/LESA/LESA.htm.

The DEIR notes that project sponsors shall commit to mitigation measures at the time of certification of their project environmental document. The DEIR then lists several mitigation measures to be considered. With the exception of the mitigation measure proposing avoidance of the impact, the other mitigation measures only address land use impairment or conflict impacts, but not the direct conversion or growth-inducing impacts. Therefore, we recommend that the final EIR also discuss the purchase of agricultural land conservation easements on land of at least equal quantity and size as partial compensation for the direct loss of agricultural land. The strategic purchase of conservation easements along future transportation corridors through agricultural lands can also serve to mitigate growth-inducing impacts of transportation projects. We highlight this measure because of its growing acceptance and use by lead agencies as mitigation for the loss of agricultural land under CEQA. In particular, Caltrans now proposes the use of agricultural conservation easements to mitigate transportation project impacts on agricultural land. In addition, agricultural land conservation easements to mitigate project impacts have been used by the cities of Livermore and Woodland, as well as by the Counties of Monterey and Sacramento.

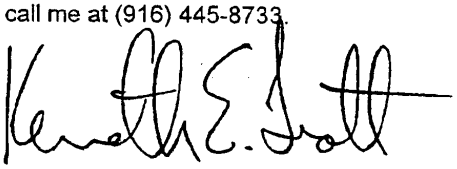
Mitigation using easements can be implemented by at least two alternative approaches. One approach is the prior purchase and dedication of easements as a condition of project approval. The second approach is via the payment of impact

mitigation fees for the subsequent purchase of easements by a local, regional or statewide organization or agency whose purpose includes the purchase, holding and maintenance of agricultural land conservation easements. These organizations include land trusts and conservancies. At the state level, the Division's California Farmland Conservancy Program (CFCP) is authorized to accept funds for the subsequent purchase (via grants to local organizations) of agricultural land conservation easements. Whatever the approach, if the use of conservation easements is considered, the conversion of agricultural land should be deemed an impact of at least regional significance, and the search for replacement lands conducted regionally.

Information on the CFCP, and conservation easements generally, is available on the Department's website, or by contacting the Division at the address and phone number listed below. The Department's website address is:

http://www.consrv.ca.gov/dlrp/CFCP/index.htm

Thank you for the opportunity to comment on the DEIR. If you have questions on our comments, or require technical assistance or information on mineral resources or agricultural land conservation, please call me at (916) 445-8733.



Kenneth E. Trott
Environmental Coordinator

cc: Robert Hill, Supervising Geologist
Division of Mines and Geology

Erik Vink, Assistant Director
Division of Land Resource Protection

LETTER 11 STATE OF CALIFORNIA GOVERNOR'S OFFICE OF PLANNING AND RESEARCH, OCTOBER 1, 2001

11-A This transmittal letter is acknowledged. The comment letter is transmitting comments received by the State Clearinghouse, to which written responses have been made. No further response is necessary.

SCCRTC

Ashley

SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION
1523 PACIFIC AVENUE, SANTA CRUZ, CALIFORNIA 95060-3911 (831) 460-3200 FAX (831) 460-3215 OR (831) 471-1290

SERVICE AUTHORITY FOR FREEWAY EMERGENCIES (SAFE) ☐

CONGESTION MANAGEMENT AGENCY ☐

COMMUTE SOLUTIONS ☐

TRANSPORTATION POLICY COMMITTEE ☐

RAIL OVERSIGHT COMMITTEE ☐

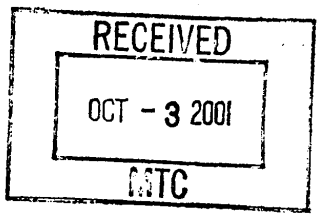
BUDGET & ADMINISTRATION PERSONNEL COMMITTEE ☐

INTERAGENCY TECHNICAL ADVISORY COMMITTEE ☐

BICYCLE COMMITTEE ☐

ELDERLY & DISABLED TRANSPORTATION ADVISORY COMMITTEE ☐

September 28, 2001



12

Steve Heminger, Executive Director
Metropolitan Transportation Commission
101 Eighth Street
Oakland, CA 94607

RE: Draft 2001 RTP and EIR

Dear Mr Heminger:

We received the Draft 2001 Regional Transportation Plan and Environmental Impact Report for the San Francisco Bay Area. Overall, the documents provide an excellent presentation of complex transportation planning, funding and project information in an easily accessible, understandable format.

Specifically, we have the following comments. Attached is a copy of the Goals and Policies (Attachment 1) from the Draft 2001 Regional Transportation Plan for Santa Cruz County which support the following comments. The majority of intercounty items are listed under Policy 2.4.

In-Commute forecasts are too low from Santa Cruz County (p. 19)

According the 1990 census, 20,600 commuters traveled from their residences in Santa Cruz County to the Bay Area counties of Santa Clara, San Mateo, Alameda, San Francisco and Contra Costa (Attachment 2). Although we have not yet seen the statistics from the 2000 census, it is reasonable to assume that these numbers have increased. Similarly, the existing and forecasted commuters from Monterey County looks low. **12-A**

Include Monterey County in the subareas commuting to Silicon Valley (p.113) **12-B**

Support of the Caltrain Extension to Salinas with station in Pajaro (p. 114)

The SCCRTC supports existing and continued funding to serve inter-county rail travel and Amtrak service. **12-C**

Support of Highway 17 improvements between Campbell and Los Gatos (p.114)

The SCCRTC supports existing and continued funding for improvements to this stretch of Highway 17 including improvements for the Highway 17 Express Bus service, jointly operated by the Valley Transportation Authority and Santa Cruz Metropolitan Transit District.

12-C

Support of the Vasona light-rail transit extension (p. 114)

The SCCRTC supports existing and continued funding for transit connections serving the Highway 17 Express Bus service and future transit options.

Thank you for the opportunity to comment on the Draft 2001 Regional Transportation Plan and Environmental Impact Report.

Sincerely,

Linda Wilshusen
Executive Director

Attachment 1: Goals and Policies from the Draft 2001 Regional Transportation Plan
Attachment 2: 1990 Census Journey to Work Data

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Draft 2001 Regional Transportation Plan for Santa Cruz County

Attachment 1

Goal 1: PRESERVE AND MAINTAIN THE EXISTING TRANSPORTATION SYSTEM, EMPHASIZING SAFETY AND EFFICIENCY.

1.1 Ensure that adequate support is provided to maintain and operate the existing transportation system.

1.1.1 Support road rehabilitation projects based on local Pavement Management System priorities and average daily traffic.

1.2 Continue to provide facilities to accommodate automobile use in recognition that it is the current transportation mode of choice for the majority of people in the county.

1.3 Improve road and transit efficiency by increasing vehicle occupancy and transit ridership, and by providing cost-effective specialized transportation services.

1.3.1 Support all forms of transportation demand management strategies for school and work trips, including, but not limited to, flextime, carpooling, bus pass programs, preferential parking and telecommuting.

1.3.2 Encourage employers to join Transportation Management Associations.

1.3.3 Encourage multi-employer vanpooling.

1.3.4 Encourage coordination between school bus service and public transit.

1.3.5 Encourage coordination of Americans with Disabilities Act (ADA) and other specialized transportation services with the Consolidated Transportation Services Agency (CTSA), Santa Cruz Metropolitan Transit District (SCMTD), and private providers.

1.3.6 Consider redirecting underutilized transit service hours to areas experiencing overcrowding.

1.3.7 Encourage use of fixed-route transit rather than paratransit, where possible.

1.3.8 Encourage accessible taxi use where cost effective, especially in urban areas.

1.3.9 Encourage volunteer, friend and relative-provided transportation for the elderly and disabled, especially in rural areas.

1.3.10 Encourage school districts and other public agencies to plan and implement transportation demand management and alternative transportation strategies.

1.3.11 Encourage the diversion of goods movement from truck to rail.

1.3.12 Encourage bicycle delivery services.

1.3.13 Encourage employers to make bicycles and bike facilities available for business-related trips.

1.4 Minimize vehicular delay and transit travel times through low cost/high benefit operational improvements, with highest priority given to improving transit travel times.

1.4.1 Encourage signal standardization and signal timing improvements, with respect for pedestrian mobility and bicycle access, and discourage unwarranted stops on arterial streets.

1.4.2 Improve freeway traffic flow through consideration of ramp metering on Highway 1 between Highway 17 and Freedom Boulevard.

1.4.3 Schedule construction to avoid peak commute or visitor periods.

1.4.4 Support bus turnouts and the Yield to Buses program.

1.5 Preserve existing transportation corridors and facilities for current and future transportation uses.

1.5.1 Retain the Watsonville Municipal Airport as a general aviation facility.

1.5.2 Support the Monterey County airport as the only commercial air carrier airport in the region.

1.5.3 Prohibit use of existing railroad rights-of-way which would prevent their use for rail or transit purposes in the future.

1.5.4 Retain and/or enhance all existing sidewalks, bikeways and bus turnouts in road improvement projects.

1.5.5 Support development of a corridor preservation process.

1.6 Emphasize safety when making decisions about transportation priorities.

1.6.1 Give priority to safety improvements at locations with higher-than-average accident records.

1.6.2 Reduce bicycle collisions by reducing the potential for bicycle and auto conflicts.

1.6.3 Minimize adverse impacts on bicyclists and pedestrians during construction and maintenance activities by prompt repair, sweeping, and avoiding longitudinal seams on all road edges and curb areas including bicycle lanes.

1.6.4 Encourage law enforcement agencies to take a more active role in the enforcement of laws governing the operation of bicycles and of motorists who are at fault in bicycle-motor vehicle accidents.

1.6.5 Encourage driver instruction about sharing the road with bicycles.

1.6.6 Enhance safety and security around municipal and private airfields.

1.6.7 Oppose legislation which increases allowable truck size.

1.6.8 Encourage truck maneuvering on private property, not public streets.

1.6.9 Improve bicyclists' safety by eliminating impediments along bikeways, conducting regular street sweeping, bike lane repainting and implementing traffic signal detection of bicycles.

1.7 Increase the use of new technology, including information and telecommunication technology to improve traffic operations and traveler information, and to reduce travel demand.

al 2: INCREASE MOBILITY BY PROVIDING AN IMPROVED AND INTEGRATED MULTI-MODAL TRANSPORTATION SYSTEM.

2.1 Ensure that all major corridors provide a choice of transportation modes and are designed with multi-modal amenities such as bus stops, turnouts and shelters, bike lanes and sidewalks.

2.2 Implement the 1999 Watsonville-Santa Cruz-UCSC Corridor *Major Transportation Investment Study* program of projects at the approved funding levels:

- Widen Highway 1 with High Occupancy Toll (HOT) Lanes ($46 million)
- Bus service improvements ($124 million)
- Santa Cruz Branch Rail right-of-way acquisition ($15 million)
- Bicycle/pedestrian path on rail right-of-way ($12 million)
- Local road improvements ($50 million)
- Local bicycle projects ($12 million)
- Electric bicycle subsidy program ($1 million)

2.3 Reduce the automobile's impact on the region by increasing opportunities for transit use by residents, commuters, students, employees and visitors to the area, in a manner which best achieves the Commission's transit ridership goal of 10 percent of all trips.

2.3.1 Encourage interagency coordination to anticipate and accommodate transit services changes.

2.3.2 Support consideration of new transit technology, including evaluation of bus rapid transit strategies.

2.3.3 Emphasize commute transit services on congested corridors.

2.3.4 Protect the potential for future commute transit service on existing rail lines.

2.3.5 Support allowing bicycles inside buses under specified conditions.

2.4 Serve intercounty and intracounty travel needs, including consideration of travel links outside of the county.

2.4.1 Emphasize improvements within the county which reduce weekday peak-hour congestion.

2.4.2 Support service that maximizes fare-box return for inter-county commute trips.

2.4.3 Design road capacity improvements to meet local design and Level of Service standards.

2.4.4 Emphasize pedestrian and bicycle safety and direct access in urban area collector, arterial and intersection improvements.

2.4.5 Allow construction of new arterial or collector roads only when transit and/or existing facilities cannot accommodate demand and negative environmental impacts can be avoided, minimized or mitigated.

2.4.6 Retain the option of future in-county passenger rail service for when it is financially feasible, acceptable to the community, and only after completion of an environmental impact report that concludes that all the significant impacts can be satisfactorily mitigated.

2.4.7 Support a Watsonville Junction rail station to serve inter-county rail travel and Amtrak service.

2.4.8 Support expanded general and freight aviation at the Watsonville Municipal Airport consistent with the current Airport Master Plan if it will not adversely affect surrounding areas.

2.4.9 Support park-and-ride lot development where appropriate, including links with express bus service to key employment and education centers and other alternative transportation modes.

2.5 Provide multi-modal access to recreational resources.

2.5.1 Encourage shuttle services in coastal areas.

2.5.2 Encourage private transit service for visitor-serving trips.

2.5.3 Use the existing rail line for recreational/coastal access to minimize visitor impact on local streets and highways.

2.5.4 Consider private ferry service on the Monterey Bay.

2.6 Provide an integrated and Americans with Disabilities Act (ADA)-compliant transportation system that is responsive to the special needs of all seniors and persons with disabilities.

2.6.1 Increase ADA-compliant access for pedestrians.

2.6.2 Encourage fully ADA-compliant intra- and inter-county transit services.

2.6.3 Coordinate ADA transit and paratransit services with other specialized transportation services.

2.6.4 Ensure that the public is informed about specialized transportation options.

2.7 To achieve the *2001 Plan's* goal of five percent of all trips and 20 percent of all work trips by bicycle, prioritize bikeway projects based on: 1) increased safety or access; 2) to complete gaps in the regional bicycle network; 3) in high-demand, high-density areas and commute routes; 4) along popular recreational routes.

2.7.1 Construct and mark bikeways on roads and bridges consistent with state standards.

2.7.2 Locate bikeways as bicycle lanes on roads unless a more direct bike path can be provided.

2.7.3 Maintain adequate outside travel lane width (14 feet) when no bicycle lane can be accommodated.

2.7.4 Support promotion and transportation safety programs to encourage safe and frequent use of alternative transportation modes.

2.7.5 Ensure that the public is informed about safe bicycling routes and options.

2.7.6 Support programs which deter bicycle thefts.

2.8 Support efficient connections among all transportation modes.

2.8.1 Provide bicycle racks and/or lockers at park and ride lots, transit centers and bus stops; bicycles on transit and pedestrian connections to transit; and potential interconnections with future uses of the rail line within Santa Cruz County.

2.8.2 Support public and private inter-modal transit connections for inter-county trips.

Goal 3: COORDINATE LAND USE AND TRANSPORTATION DECISIONS TO ENSURE THAT THE REGION'S SOCIAL, CULTURAL, AND ECONOMIC VITALITY IS SUSTAINED FOR CURRENT AND FUTURE GENERATIONS.

3.1 Plan transportation improvements which are consistent with the needs and desires of residents and businesses of the region and which are closely coordinated with local land-use and transportation planning policies, including those of the Cities of Santa Cruz, Watsonville, Capitola and Scotts Valley, the County of Santa Cruz, UCSC, the Santa Cruz Metropolitan Transit District, the Association of Monterey Bay Area Governments, Caltrans, other transportation agencies and neighboring counties.

3.1.1 Regularly update local bike plans of all local jurisdictions, UCSC and Cabrillo College and implement projects from those plans.

3.2 Reduce auto-dependent development by emphasizing opportunities to reuse under-utilized urban land for housing and compact, mixed-use developments.

3.2.1 Encourage land-use policies which locate child care facilities at or near residential areas and around transit centers.

3.2.2 Support higher density and affordable housing opportunities in urban areas served by transit for families and individuals who prefer compact urban living due to their age, student status, family and marital situation, cultural amenities, transit preference or dependency, and/or desire for increased sense of community.

3.2.3 Support land-use patterns which discourage urban sprawl.

3.2.4 Encourage infill projects in urban areas along existing major transportation routes.

3.3 Support established urban communities, residential neighborhoods, major activity and recreation centers, and commercial districts with a broad range of transportation options.

3.3.1 Use landscaping and lighting to encourage more pedestrian trips including use of alleyways, arcades, sidewalks and paths.

3.3.2 Limit on-street parking on arterial and collector streets to accommodate bike lanes.

3.3.3 Support shuttle service, express buses, and bus pools in urban areas.

3.3.4 Limit development unless transportation impacts can be mitigated or improvements funded by the project.

3.3.5 Support traffic-calming measures on local residential streets.

3.3.6 Protect the Watsonville municipal airport by limiting nearby incompatible land uses.

3.3.7 Emphasize specialized transportation services in urban areas.

3.4 Encourage transit-oriented development and provide alternatives to automobile commutes by linking land-use decisions with transit, bikeway, pedestrian and park-and-ride investments.

3.4.1 Include transit alternatives in all circulation/traffic studies.

3.4.2 Encourage showers/lockers in new development.

3.4.3 Require new recreation/visitor-serving development to include transit and bicycle improvements.

3.4.4 Provide alternative transportation information as well as adequate and secure bicycle parking at special events, and at public, private, commercial and educational facilities.

3.4.5 In new development adjacent to existing rail lines and bus routes, reserve areas to accommodate potential future rail and bus facilities and mitigate potential noise and visual impacts.

3.4.6 Limit the number of driveways in new commercial developments to reduce auto/bike conflicts.

3.4.7 Work with local jurisdictions to implement land-use policies that promote jobs/housing balance along existing and future transit routes.

3.5 Support parking management principles which reduce transportation demand at employer sites and commercial areas without negatively impacting neighborhoods.

3.5.1 Support revisions to local parking requirements to ensure consistency with transportation demand management objectives.

3.5.2 Consider region-wide parking management policies.

3.6 Promote social equity with all transportation decisions, including consideration of income, gender, race, age, physical and mental ability, and transit dependency.

3.6.1 Support self-sufficiency by providing specialized transportation services.

3.6.2 Ensure that transportation projects do not subject any particular demographic groups, such as seniors, low-income individuals or children to inequitable environmental or financial impacts.

3.6.3 Support programs that address the transportation needs of low-income people.

3.7 Allow for and anticipate future mobility needs, taking into account projected future demographics.

3.7.1 Locate new senior, youth and other potential transit-dependent use facilities along transit routes.

3.7.2 Encourage safe routes to schools by providing improved bicycle and pedestrian facilities, improved transit service traffic-calming measures and bicycle rider training programs for elementary students.

3.7.3 Ensure that senior, youth, medical, low-income and other transit dependent-oriented facilities are served by bicycle, pedestrian and transit services/facilities.

Goal 4: Ensure that the transportation system complements and enhances the natural environment of the Monterey Bay region.

4.1 Emphasize sustainable transportation modes consistent with regional environmental policies.

4.2 Ensure that transportation projects contribute to improved regional air quality and reduced energy consumption.

- 4.2.1 Support legislation to increase vehicle fuel efficiency, alternative fuel development and reduce use of petroleum fuels.
- 4.2.2 Encourage alternate/clean fuel technology for trucks, transit and school busses operated in the region.

4.3 Ensure that transportation projects contribute to the protection of biological and scenic resources, open space and agricultural land.

- 4.3.1 Encourage the development of designated recreational trails for pedestrian, bicyclist, and equestrian use.
- 4.3.2 Limit off-road vehicle use to designated areas.
- 4.3.3 Avoid, minimize or mitigate the impact of transportation improvements on parks, recreation areas, historic sites, and cultural resources.
- 4.3.4 Avoid, minimize or mitigate noise, vibration, and visual impacts from transportation improvements in sensitive areas.
- 4.3.5 Include landscaping in road projects.

4.4 Ensure that all transportation project specific environmental review incorporates appropriate avoidance, minimization or mitigation measures, such as Transportation Control Measures.

Goal 5: MAKE THE MOST EFFICIENT USE OF LIMITED TRANSPORTATION FINANCIAL RESOURCES.

5.1 Utilize limited capital resources to maximize the efficiency of the existing transportation system, and as an alternative to constructing new facilities.

5.2 Finance the development and maintenance of the transportation system in a way which shares the costs equitably among responsible jurisdictions and/or users.

5.2.1 Ensure that proposed improvements to the transportation system are within the community's ability to finance and operate.

5.2.2 Support new assessment districts and local traffic impact fees on new development.

5.2.3 Encourage private development proposals to include transit, bike and pedestrian service improvements and financial support of transit service, consistent with transit improvement plans.

5.2.4 Encourage increased parking rates for employees and visitors at municipal and private parking facilities. Encourage reductions in parking requirements in conjunction with required subsidized bus pass programs and other transportation demand management measures.

5.2.5 Support funding sources which assess those who benefit directly from improvements, including consideration of premium transit service.

5.2.6 Enlist visitor-serving businesses to help pay for transit service to that market consistent with transit improvement plans.

5.2.7 Require private businesses and agencies/programs which receive regular paratransit services to contract for those services.

5.2.8 Support funding flexibility to purchase energy-efficient transit and school buses.

5.2.9 Ensure that improvements meet regional, state and federal requirements for cost effectiveness, operating efficiencies, and mobility improvements.

5.3 Support increased and/or new transportation revenues for essential improvements.

5.3.1 Support increased federal, state or local gas taxes to be used for a variety of transportation improvements, including road maintenance.

5.3.2 Support projects which include feasible market and value pricing strategies.

5.3.3 As a high priority, aggressively pursue new and additional funding sources for needed transportation improvement and programs including transit needs, elderly and disabled transportation, and rail demonstration projects.

5.3.4 Seek additional funding sources to support and expand alternative transportation mode facilities and services.

5.4 Set funding priorities in the following way (not in priority order):

5.4.1 High priority shall be given to transportation improvements within the county which reduce weekday peak-hour congestion and/or improve safety.

5.4.2 Give high funding priority to pedestrian bicycle and other alternative transportation mode improvements that serve students.

5.4.3 Assign high priority to maintenance of the existing street system.

5.4.4 Assign high priority to development of sidewalks and bike lanes on collectors and arterials in urban areas.

5.4.5 Assign high priority to projects approved during the *1999 Major Transportation Investment Study* decision-making process.

5.4.6 Give high priority to currently unmet needs for essential (medical or medically related) transportation for expansion of Transportation Development Act (TDA)-funded paratransit service.

5.4.7 Give priority for TDA-funded elderly and disabled transportation service to low-income residents who have no other options.

5.4.8 Give priority to projects that balance capital and operating costs with community benefits.

5.4.9 Support projects which can compete favorably for discretionary federal funds.

5.4.10 Support projects which can be delivered in a timely manner.

5.4.11 Support transportation investments that encourage sustainable land-use practices.

5.4.12 Give priority to any long-term measures which reduce dependence on single-occupant vehicles.

Goal 6: SOLICIT BROAD PUBLIC INPUT ON ALL ASPECTS OF REGIONAL AND LOCAL TRANSPORTATION PLANS, PROJECTS AND FUNDING.

6.1 Ensure that all transportation-related decisions by the Commission, SCMTD, Caltrans, local jurisdictions and others are preceded by adequate public information activities.

6.1.1 Employ a variety of cost-effective information strategies to reach the broadest possible audiences, including various income strata and minority groups.

6.2 Ensure that regional, state and federal public-participation goals are being met.

Table A.10

Attachment 2

County Commute Patterns: Santa Cruz County: 1980 - 1990

County of Residence	County of Work	Total Commuters 1980	Total Commuters 1990	Percent Change 1980-1990	Absolute Change 1980-1990	Percent of Total 1980	Percent of Total 1990
Santa Cruz	San Francisco	427	470	10.1%	43	0.5%	0.4%
Santa Cruz	San Mateo	808	1,373	69.9%	565	1.0%	1.2%
Santa Cruz	Santa Clara	12,919	17,693	37.0%	4,774	15.8%	15.4%
Santa Cruz	Alameda	445	712	60.0%	267	0.5%	0.6%
Santa Cruz	Contra Costa	15	263	1653.3%	248	0.0%	0.2%
Santa Cruz	Solano	14	20	42.9%	6	0.0%	0.0%
Santa Cruz	Napa	0	5	100.0%	5	0.0%	0.0%
Santa Cruz	Sonoma	0	7	100.0%	7	0.0%	0.0%
Santa Cruz	Marin	34	53	55.9%	19	0.0%	0.0%
Santa Cruz	Santa Cruz	≈65,000	89,628	37.9%	24,628	79.6%	77.8%
Santa Cruz	Elsewhere	≈1,966	4,975	153.1%	3,009	2.4%	4.3%
Santa Cruz	Total	81,628	115,199	41.1%	33571	100.0%	100.0%
Santa Cruz	Bay Area	14,662	20,596	40.5%	5,934	18.0%	17.9%

County of Residence	County of Work	Total Commuters 1980	Total Commuters 1990	Percent Change 1980-1990	Absolute Change 1980-1990	Percent of Total 1980	Percent of Total 1990
San Francisco	Santa Cruz	30	117	290.0%	87	0.0%	0.1%
San Mateo	Santa Cruz	133	393	195.5%	260	0.2%	0.4%
Santa Clara	Santa Cruz	1,214	3,505	188.7%	2,291	1.8%	3.4%
Alameda	Santa Cruz	100	322	222.0%	222	0.1%	0.3%
Contra Costa	Santa Cruz	62	44	-29.0%	-18	0.1%	0.0%
Solano	Santa Cruz	68	34	-50.0%	-34	0.1%	0.0%
Napa	Santa Cruz	24	0	-100.0%	-24	0.0%	0.0%
Sonoma	Santa Cruz	25	27	8.0%	2	0.0%	0.0%
Marin	Santa Cruz	13	13	0.0%	0	0.0%	0.0%
Santa Cruz	Santa Cruz	≈65,000	89,628	37.9%	24,628	94.7%	87.3%
Elsewhere	Santa Cruz	≈2,000	8,591	329.6%	6,591	2.9%	8.4%
Total	Santa Cruz	≈68,669	102,674	49.5%	34005	100.0%	100.0%
Bay Area	Santa Cruz	1,669	4,455	166.9%	2786	2.4%	4.3%

LETTER 12 SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION, SEPTEMBER 28, 2001

12-A While near-term commute trip increases will be influenced by the downturn in the economy, MTC travel forecasts are predicated on a 71.4 percent increase in commuting from Santa Cruz County to the Bay Area, from 21,700 commuters in 2000 to 37,100 commuters by 2020. Similarly, the commuting from Monterey to the Bay Area is expected to triple from 3,200 commuters in 2000 to 9,600 commuters by 2020. The overall level of interregional vehicle trips (from and to the Bay Area to neighboring counties) is projected to increase by 80.1 percent between 1998 and 2025. Thus, the Draft EIR does anticipate a growing influence from out-of-region commuting on future regional transportation requirements.

MTC will continue to work with the Santa Cruz County Regional Transportation Commission (http://www.sccrtc.org), the Association of Monterey Bay Governments ("AMBAG") (http://www.ambag.org), and interested parties in making the best use of decennial census journey-to-work data, and in creating meaningful interregional commuter forecasts that can be used in local and regional transportation planning analyses. (See (MTC *Citizens' Guide*, "Planning for the Future").)

12-B MTC forecasts 8,000 daily commuters from Monterey County to Santa Clara County by the year 2020. This represents less than one percent of the daily workers commuting to jobs in Santa Clara County (1,274,000 in year 2020).

12-C This comment expresses support for specific projects in the 2001 RTP and concerns the substance of the RTP itself, not the Draft EIR which provides environmental review of that plan. The comment does not raise environmental issues under CEQA. A response to this comment on the RTP is provided separately. See Appendix F.

Ashley Nguyen - Comments on the EIR/RTP

From: "Rebecca Kaplan" <rebecca@transcoalition.org>
To: <anguyen@mtc.ca.gov>
Date: 10/3/2001 4:10 PM
Subject: Comments on the EIR/RTP

To: The Metropolitan Transportation Commission
From: Rebecca Kaplan
Re: Comments on the EIR for the draft 2001 RTP

13

Thank you very much for your effort in putting together the information in the EIR for the draft 2001 RTP. The RTP/EIR contains several important steps forward in terms of improving the environment in the Bay Area, but, as a whole, fails to accomplish these goals, and therefore, requires substantial improvement.

In general, innovative, pollution-reducing ideas are studied, but not adopted. Both the EIR and the draft RTP "think outside the box," but then choose actions that are almost entirely still stuck within the box. In fact, the draft EIR shows traffic congestion increasing dramatically over the course of the RTP - and this fact demonstrates that the draft Plan/EIR is in need of changes.

1. Why is the Hayward Bypass, a destructive freeway, included as an approved project? Not only is this project negative from an environmental point of view, it also has lost access to its primary funding source in a recent court case. By changing this project, thousands of units of housing (including a great deal of housing that is accessible to transit) could be preserved and created. **13-A**

2. Since your own document clearly shows that "Congestion Pricing" for bridge tolls would be a preferable policy, MTC should act, as soon as possible, to seek to implement this policy, lobbying State officials when necessary. **13-B**

3. The EIR proposes to adopt an RTP that contains a substantial increase in VMT's (of approximately 50%). When asked about this previously, MTC staff have said that VMT's rise simply because population is rising. This answer is untrue. Your own data clearly show that population will rise merely 19%. Therefore, please explain why you propose to adopt a transportation plan that will dramatically increase Vehicle Miles Traveled, at a rate of growth that is 2.5 times greater than the population increase. **13-C**

4. Please note that your own analysis states that Alternative 2, also known as Systems Management, performs the best on most measures, including a very important one, reducing certain forms of air pollution that are now in excess of legal limits in the Bay Area. It also would preserve more open space, and cause less social disruption. Even if you do not adopt all of the items in this top-scoring alternative, you should at the very least include some of its most cost-effective features, such as dramatically improved Express Bus service (including the use of shoulders when necessary to enable the buses to avoid being stuck in traffic). **13-D**

5. Is there a legally valid alternative in the EIR? As your document notes, you are required to study a plausible alternative to the proposed "RTP Project." The text of the EIR document identifies the "Systems Management" alternative as the only legally valid "alternative" for CEQA purposes, since it is the only other proposal that is fiscally constrained. However, on p.3-14, the EIR document states that the Systems Management alternative was not chosen for adoption because it contains items that "have not yet been developed sufficiently for widespread implementation." In some cases, this means that certain items are not yet legally possible, because the legislature would need to act first. This conflict raises the question of whether the EIR includes an adoptable alternative. **13-E**

6. Is MTC proposing to order transit operators to increase fares in order to be eligible for their capital/maintenance funds? The EIR document is unclear on this point. However, at the MTC Retreat in the summer of 2001, staff clearly stated that the "100% funding for transit maintenance" policy would be made conditional upon a new requirement that transit operators must inflate fares. This proposal seems to run counter to MTC's stated equity and environment goals. Raising fares would hurt the lowest-income members of our society, many of whom are transit-dependent. Additionally, it will discourage the use of public transit, thus increasing VMT's, congestion, and **13-F**

pollution. The proposal is particularly unjust because it was made during the same time period that MTC voted to oppose increases in bridge tolls - setting a double-standard under which people too poor to own cars will suffer the most. In addition, the draft RTP says only that transit maintenance funds will be dependent on certain conditions, which are not listed or named. However, if the condition were to be mandatory fare raises, such a policy proposal would impact the performance of projects in the RTP and would impact the EIR since it would reduce transit ridership. Therefore, this point needs to be clarified. In addition, if this condition is to be part of the maintenance funding policy, it should be included in the RTP documents and the RTP public process.

13-F

7. It is clear from this EIR that solving our transportation woes is very difficult, in part because transportation problems are exacerbated by other things. Perhaps most importantly, bad land-use decisions make it very difficult to ease congestion and pollution in sprawling areas. Therefore, I am pleased to see that MTC has begun to work on a Smart Growth process. I urge you to strengthen your efforts in these areas. Please include the following proposals:

a. Work together with local jurisdictions and BART to eliminate free parking (this can include making discretionary funds conditional upon these efforts)

b. Stop funding new freeway expansions that encourage and reward sprawl

c. Encourage the development of housing, jobs, shops, and services around transit centers. (RTEP and other discretionary funds can be made dependant on these goals).

d. Choose the most cost-effective projects. One of the challenges evident in the RTP/EIR is the difficulty of achieving all of our goals with the limited funds available. In this situation, it is therefore inappropriate to devote funds to a project that costs $100 per rider (such as BART to San Jose), when other projects costing as little at $2 per rider could be funded, moving far more people out of gridlock.

e. Continue with the Smart Growth process, to enable future RTP's to be based on more transit-oriented development scenarios.

f. Continue to fund and expand the TLC/HIP programs. Add a program to hire smart growth planners for cities and counties. After all, we don't want to fail to harness this important tool for our region, simply because some jurisdictions don't have people on staff who know how to do this kind of planning.

13-G

8. Please note that your EIR does not correctly list which projects are included in which alternative. Without this information, it is unreasonable to expect the public to be able to comment usefully on the EIR. One of the main purposes of the EIR is to compare different alternatives to determine which one is environmentally preferred, and to explain why the environmentally preferred one was not chosen for adoption. This process is seriously hampered, if not completely disrupted, by the failure to provide an accurate comprehensive list of which projects are included. PLEASE review your Appendix C "Project Listings" section. It contains rows listing projects, with columns listing alternatives. For each project, there is supposed to be a checkbox indicating whether that project is included in each alternative. This chart is completely incorrect - but I know this only because I was at the meetings where the alternatives were discussed in more detail. Other members of the public would not know which projects are included in each alternative. For example, item 94045 (new express buses for I-80 HOV service), is indicated on the chart as NOT being in the Systems Management alternative, but I remember staff at a meeting saying that the project IS included in that alternative. This is true for many additional projects. This problem cannot be solved simply by saying that the public should assume that any "Project" item is automatically included in "Systems Management" whether or not the box is checked - firstly, how would anyone know this if it is not written in the text of the chart. Secondly, it is not true. There are items in "Project" that are excluded from "Systems Management". Also, the chart does not clearly distinguish between Blueprint 1 & Blueprint 2. For example, project 21444 is listed in Blueprint 1, but not in blueprint 2. Is it correct that this project is not in Blueprint 2? One MTC staffmember tried to explain this situation by saying that everything included in Blueprint 1 is also included in Blueprint 2, therefore, the Blueprint 2 box does not need to be checked. But for project 21045, both Blueprint 1 & 2 are checked, indicating that the checkboxes must mean something. In any case, please provide in the revised version a clear, comprehensive list of all of the projects in each alternative, in a format that is readable.

13-H

Thank you very much for your time and attention.

Sincerely,

Rebecca Kaplan
414 Thirteenth Street, 5th floor
Oakland, CA 94612
Rebecca@transcoalition.org

LETTER 13 BAY AREA TRANSPORTATION AND LAND USE COALITION, OCTOBER 3, 2001

13-A This comment concerns the substance of the RTP itself, not the Draft EIR which provides environmental review of that plan. The comment does not raise environmental issues under CEQA. A response to this comment on the RTP is provided separately. See Appendix F.

13-B This comment concerns the substance of the RTP itself, not the Draft EIR which provides environmental review of that plan. The comment does not raise environmental issues under CEQA. A response to this comment on the RTP is provided separately. See Appendix F.

13-C Please refer to the response to comments 4-B and 4-D.

13-D Please refer to the response to comment 7-E.

13-E The purpose of the program EIR prepared for the 2001 RTP is to evaluate a range of possible transportation investments and to provide the public with information as to the potentially significant environmental effects of such actions prior to the Commission's decision. Accordingly, the proposed RTP includes a list of illustrative projects that the public would like to see funded if new revenues are secured in the future. The inclusion of Blueprint Alternatives 1 and 2 is a reflection of this larger interest, and they could be adopted if the Commission determines they are feasible; this includes a decision as to whether it is reasonable to assume that transportation revenues will adequately increase in the future beyond current sources.

The range of alternatives evaluated in the EIR provides the public and the decision-makers with the most comprehensive disclosure of possible impacts given the speculative and uncertain nature of future transportation funding levels. Further, the alternatives analysis provides the decision-makers with flexibility in adopting the final RTP by anticipating the universe of projects that may be considered for Track 1 (the financially constrained portion of the RTP) (i.e., the Commission may choose to swap a Blueprint project for a track 1 project in the current RTP, as long as the funding assumptions remain reasonable).

Please also refer to the response to comment 7-E.

13-F This comment concerns the substance of the RTP itself, not the Draft EIR which provides environmental review of that plan. The comment does not raise environmental issues under CEQA. (See Pub. Resources Code, § 21080, subd. (b)(8) (statutory exemption

from CEQA for the establishment, modification, structuring, restructuring, or approval of rates, tolls, fares, or other similar charges); CEQA Guidelines, § 15273 (same).) A response to this comment on the RTP is provided separately. See Appendix F.

13-G Please refer to the responses to comments 7-G, 8-A, and 8-U.

13-H The requested clarifications have been incorporated into the revised project list in Section 5 of this document.

TRANSPORTATION SOLUTIONS DEFENSE AND EDUCATION FUND

16 Monte Cimas Avenue Mill Valley, CA 94941 415-380-8600

October 1, 2001
Hand Delivery

Sharon Brown, Chair
Metropolitan Transportation Commission
101 Eighth Street
Oakland, CA 94607

14

Re: 2001 Regional Transportation Plan DEIR

Dear Chair Brown:

The following written comments on the DEIR are offered to supplement oral testimony delivered at the September 14, 2001 meeting of the Planning and Operations Committee, and the September 26, 2001 Commission RTP hearing. These comments incorporate by reference TRANSDEF's May 2001 EIR scoping letter and attachment, along with all other public comment letters and testimony received by MTC on the 2001 RTP, its DEIR and associated reports.

Inadequate Alternatives Analysis

Having identified a series of significant adverse impacts, CEQA requires an EIR to propose a range of alternatives to the proposed project to reduce or eliminate those impacts. The RTP DEIR did not analyze any feasible alternatives to the proposed RTP. Under CEQA case law, as cited in *Kings County Farm Bureau v. City of Hanford, 221 Cal.App. 3rd 692 (1990)*:

> An EIR must "describe a range of reasonable alternatives to the project or to the location of the project, which could feasibly attain the basic objectives of the project and evaluate the comparative merits of the alternatives." (Guidelines, § 15126, subd. (d).) The discussion must "focus on alternatives capable of eliminating any significant adverse environmental effects or reducing them to a level of insignificance, even if these alternatives would impede to some degree the attainment of the project objectives, or would be more costly." (Guidelines, § 15126, subd. (d)(3).) A major function of the EIR is to ensure thorough assessment of all reasonable alternatives to proposed projects by those responsible for the decision. (*County of Inyo v. City of Los Angeles, supra, 71 Cal.App.3d at p. 203, 139 Cal.Rptr. 396.*)
>
> A legally adequate EIR "must produce information sufficient to permit a reasonable choice of alternatives so far as environmental aspects are concerned." (*San Bernardino Valley Audubon Society, Inc. v. County of*

14-A

San Bernardino (1984) 155 Cal.App.3d 738, 750-751, 202 Cal.Rptr. 423; see also *Citizens of Goleta Valley v. Board of Supervisors (1988) 197 Cal.App.3d 1167, 1178-1181, 243 Cal.Rptr. 339.*) It must contain sufficient detail to help ensure the integrity of the process of decisionmaking by precluding stubborn problems or serious criticism from being swept under the rug. (*Concerned Citizens of Costa Mesa, Inc. v. 32nd Dist. Agricultural Assn. (1986) 42 Cal.3d 929, 935, 231 Cal.Rptr. 748, 727 P.2d 1029; People v. County of Kern (1974) 39 Cal.App.3d 830, 841, 115 Cal.Rptr. 67.*) It must reflect the analytic route the agency traveled from evidence to action. (*Topanga Assn. for a Scenic Community v. County of Los Angeles (1974) 11 Cal.3d 506, 515, 113 Cal.Rptr. 836, 522 P.2d 12.*) An EIR which does not produce adequate information regarding alternatives cannot achieve the dual purpose served by the EIR, which is to enable the reviewing agency to make an informed decision and to make the decisionmaker's reasoning accessible to the public, thereby protecting informed self-government. (*Laurel Heights Improvement Association v. Regents of the University of California, supra, 47 Cal.3d at p. 392, 253 Cal.Rptr. 426, 764 P.2d 278.*)

14-A

1. The Blueprint 1 and Blueprint 2 Alternatives are not alternatives to the RTP, because they are not fiscally constrained--the funding for them is speculative. Regional Transportation Plans are defined in law as requiring fiscally constrained expenditure plans (Government Code 65080(b)(1)). "The RTP should include *only* those projects/ programs that can actually be financed by available funds over the RTP horizon year..." (*2001 DEIR*, p. 1-15, emphasis in original.) While these alternatives are perhaps useful for illustration of the benefits of funding added on top of the RTP, they cannot be considered proper alternatives to the RTP for the purposes of CEQA--they are not fiscally feasible. The Commission could not vote to implement them now.

14-A1

2. The two other "build" alternatives (alternatives that propose actions that may affect the environment), the proposed RTP and the System Management Alternative, are so similar as to not have meaningfully different impacts (see DEIR Tables 3.1-2 to 3.1-8). This is because they both contain the same foundation of $73.9 billion in "Committed Funds." The differences between them result from a small number of projects that are not part of both the respective $7.7 billion project lists, called "Track 1 Investments."

14-A2

3. After determining that the System Management Alternative was the environmentally superior alternative, the DEIR then discarded it as "not yet ready for implementation." (p. 3-14) This conclusion means that the DEIR did not study any feasible build alternatives, precisely as TRANSDEF predicted in its scoping letter (see DEIR Appendix B). Having thus had prior notice of the requirements of *Kings County* (supra), there is no excuse for the failure to study feasible build alternatives. MTC must re-open the scoping of the document, and commence a public hearing process to determine a range of reasonable alternatives, leading to the production of a revised DEIR.

14-A3

4. Once an acceptable range of alternatives has been developed, a comparative process is needed to evaluate them. "From the identified alternatives, a "ranking" process using specific criteria that includes environmental protection and stewardship issues should be used to ascertain the preferred alternative." (*CTC RTP Guidelines*, , pg. A-13) The DEIR failed to use specific criteria to evaluate the alternatives, using instead a very general process that was based on a subjective comparative process. **14-A4**

Faulty "No Project Alternative" Definition

The RTP expenditures are divided up between a pool of $73.9 billion of "Committed Funds" and $7.7 billion in so-called "Track 1 funds." Only the latter category is treated by the RTP as being subject to the discretion of the RTP planning process. The "Committed Funds" category contains lists of projects adopted in past RTPs, which it treats as inviolate. The vast bulk of the available RTP revenues are taken off the table, not available when considering the possibility of alternative project mixes. **14-B**

The constituent projects in the "Committed Funds" category make up the "No Project Alternative." The purpose of a no project alternative is to establish a baseline condition, against which to compare the impacts of a variety of project alternatives. The "Committed Funds" project list includes large amounts of funding for maintenance and operations, which tend to be routine projects like repaving that do not typically have significant environmental impacts. However, it also includes roadway expansion and State Transportation Improvement Plan projects, which were reflected in past RTPs. These latter projects have potential environmental impacts that need to be evaluated in project-specific EIRs. These expansion projects are subject to conformity determinations and highway sanctions. Contracts for them have not yet been let. Thus, MTC possesses considerable discretion in programming funds at its disposal, and could reallocate funding to other purposes. It is improper to include the expansion projects as part of a No Project Alternative. **14-B1**

The locking up of a full 91% of the RTP funds as "Committed" prevents the formation and modelling of substantive alternatives. MTC does not conduct a Bay Area-wide "zero budget" analysis in order to test the broadest possible range of transportation investment strategies. A thorough analysis would include verifying the value today of projects committed to long ago. Alternative investment strategies are integral to the intended purpose of the RTP and its CEQA review: "The alternatives considered in the action element shall (Title 23 USC § 134(f)) provide for consideration of projects and strategies that protect and enhance the environment." (*CTC RTP Guidelines*, p. 14) MTC's compliance with this mandate is defeated by artificially locking up the vast bulk of funds and constraining from the planning and alternatives process. **14-B2**

The narrowing of alternatives also impermissibly limits the range of options available to decisionmakers. If alternatives were to shift the "Committed Funds" which now go to roadway expansion over to being spent on various types of transit instead, for example, the results would provide useful input for decisionmakers, furthering CEQA's purposes.

Faulty Analysis of Impacts

The method of analysis used in the DEIR is to compare the impacts of build alternatives to the impacts of the no project alternative. Given the extraordinary size of the $73.9 billion in "Committed Funds" and the large number of significant projects comprising the so-called 'No Project Alternative,' this approach is simply absurd. Most of these projects require on-going decisionmaking during the RTP's time horizon–few are irretrievably committed. Common sense dictates that an environmental document not overlook the impacts of $73.9 billion worth of projects when evaluating the impacts of the comparatively insignificant $7.7 billion set of projects.

14-C1

This analytic method of using a 'no project alternative' as a baseline, when it contains substantial activity that will modify the environment away from its initial condition, is specifically prohibited by the *CEQA Guidelines*: "The no project alternative analysis is not the baseline for determining whether the proposed project's environmental impacts may be significant, unless it is identical to the existing environmental setting analysis which does establish that baseline (see Section 15125)." (*Guidelines* § 15126.6e(1)) In contrast with the DEIR's impact analysis, if the impacts of the build alternatives were compared to existing conditions, in compliance with CEQA, a large number of additional significant impacts would be identified.

The failure to properly evaluate the cumulative impacts of regional growth is a very serious problem, because the EIR is intended to serve "as the basis of [RTP specific projects lead agencies'] regional cumulative analysis of the impacts of the specific projects, together with the projected growth in the region." (p. I-8) The specific projects would then be able to get environmental clearance, relying on an RTP EIR that did not compare cumulative impacts with a proper baseline of current conditions. The failure to do a proper evaluation of the RTP's cumulative impacts leads directly to an inadequate evaluation of alternatives and mitigation measures, thereby shortcircuiting the entire purpose of planning. This would eviscerate all confidence in achieving environmental protection through project-level environmental review.

14-C2

Failure to Mitigate Impacts

It is clear to the reader that the DEIR predicts that the project will cause a dramatic impairment of the quality of life of the Bay Area. The DEIR identifies a troubling series of significant impacts, including increased consumption of energy, increased PM_{10} emissions and conversion of undeveloped land to urban uses. CEQA requires that alternatives be proposed that avoid or reduce these impacts. Where this is not possible, the EIR is required to adopt all feasible mitigation measures that reduce the significance of these impacts. While many cumulative impacts of 25 years of suburban growth were identified in the DEIR, feasible mitigation measures were not. This violates the CEQA requirement that each public agency "mitigate or avoid the significant effects on the environment of projects" it approves or carries out whenever it is feasible to do so. *Pub. Res. Code §§ 21002, 21081; Guidelines §§ 15091-15094.*

14-D1

In recognition of the need for mitigation, the California Transportation Commission's *RTP Guidelines* call for an analysis of transportation demand management strategies, RTP strategies to reduce motor vehicle emissions and transportation system management strategies. (pp. D-11 & 12) The RTP failed to consider any of these low-cost mitigation measures. TRANSDEF has actively participated in the development of the *1999* and *2001 Bay Area Ozone Attainment Plans*, having proposed an extensive system of Transportation Control Measures (TCMs) (herein attached) to reduce these very impacts of sprawl by reducing the projected growth in vehicular travel (VMT). There is no substantial evidence in the record to support findings that the TCMs proposed by TRANSDEF, or any other transportation demand management strategies that the DEIR should have considered, are infeasible. **14-D2**

Failure to Provide Enforceable Mitigation Measures

The mitigation measures for cumulative impacts in the various impact categories fail to meet the standard set in Pub. Res. Code §21081.6 "A public agency shall provide that measures to mitigate or avoid significant effects on the environment are fully enforceable through permit conditions, agreements or other measures." Many of the mitigation measures proposed for cumulative impacts require implementation by other jurisdictions. However, there are no enforceable agreements proposed to require that other jurisdictions implement the identified mitigation measures. This is why the conclusion on page 2-101 can only state that the mitigation measures would be effective if incorporated by project sponsors. [The Significance After Mitigation paragraph on page 2-101 appears to have been mistakenly copied from the Biological Resources chapter.] **14-E1**

For example, Impact 2.6-3, higher erosion rates and reduced groundwater recharge, has no enforceable mitigation measures. While the mitigation measures proposed for project-level Impact 2.6-2 would be imposed on project sponsors by MTC through the project approval and funding process, no parallel process exists to enforce the mitigation of cumulative impacts. One possibility would be to identify the DEIR's mitigation measures that are proposed to be enforced by jurisdictions receiving funds from MTC. Like RTP project sponsors, jurisdictions could be required to contracturally agree to enforce the mitigation measures indentified in the DEIR as a condition for grant funding. Such arrangements fall well within the realm of feasibility. MTC received an October 1999 letter (herein attached) from California Air Resources Board General Counsel Kathleen Walsh opining, in response to a question from Sierra Club's John Holtzclaw, that MTC had the authority to condition the funding of other jurisdictions on compliance with, for example, land use criteria. **14-E2**

CEQA Guidelines § 15097 requires a mitigation monitoring program where mitigation measures are to be adopted with the proposed project. The DEIR did not provide one. **14-E3**

Additional Specific Comments

The DEIR cites the BAAQMD's CEQA Guideline that plans must show that "the rate of increase in VMT for the jurisdiction is equal to or lower than the rate of increase in population." (pg. 2-26) It then states that this "cannot be achieved for any metropolitan area with a healthy economy, which is the case in the Bay Area." (pg. 2-27) TRANSDEF disagrees in the strongest terms with this statement, which is not based on evidence in the record. Attaining the current ozone standard, and preparing for the more stringent standards that are coming, will require reductions in the rate of growth of VMT. **14-F**

TRANSDEF strongly disagrees with the Air Quality Cumulative Impacts Mitigation Measures discussion. First, labelling the RTP as a measure to mitigate the growth in PM_{10} emissions does not end the DEIR's responsibility to identify, evaluate and implement all feasible mitigation measures. Because these small particulates are now known to be the specific cause of serious health impacts including cancer, heart disease and asthma, the EIR has a special responsibility to attempt mitigation, even in the absence of a required federal PM_{10} attainment plan. As the DEIR agrees, mitigation requires reducing the growth in VMT. "For urbanized non-attainment areas, the RTP should demonstrate its contribution to the achievement of California Clean Air Act transportation performance standards, (e.g., substantial reduction in the rate of increase of passenger vehicle trips and the miles travelled per trip)." (*CTC RTP Guidelines*, pg. D-18) The mitigation measures are inadequate. **14-G**

The DEIR should verify how energy consumption is projected to increase by only 28%, given the assumption that vehicle fuel economy will remain unchanged over the planning period, when VMT is projected to increase 49%. **14-H**

Impact 2.5-7 identifies the cumulative impacts on habitat areas of conversion of undeveloped lands to urban development. These impacts are under the jurisdiction of over a hundred separate governmental entities. The RTP EIR is the only formal environmental review done with a regional scope. No agency has taken on the responsibility to identify regionally significant habitat that needs to be preserved. The DEIR should do so, and use the power of MTC's financial resources to enforce a mitigation scheme. Similarly, the DEIR should enforce the mitigation of the cumulative impacts on regionally significant cultural resources through targeted preservation. **14-I**

Impact 2.8-3 identifies cumulative noise impacts as being along some transportation corridors. No substantial evidence is in the record that the projected 49% increase in regional VMT will affect only "a number of transportation corridors." (pg. 2-133) Indeed, it is far more likely that increased noise will be widespread throughout the region. This is a result of both population growth and the sprawl pattern of development. Mitigation for this increase in noise should study shifting the pattern of future growth to transit-oriented development. **14-J**

No enforceable mitigation measures are proposed for Impact 2.11-2, the expansion of urbanized areas. This is inadequate. The proposed participation in the Regional Agencies Smart Growth Strategies is weak, even given the unsupportable assertion that MTC "cannot directly affect the pattern that future land uses wil take." (pg. 2-176) The 1994 RTP DEIR proposed "Encourage development of a comprehensive long-range land use plan for the region." (pg. 120) No barrier exists to prevent the RTP from re-adopting that mitigation measure. The measure should add that MTC will be the funder of last resort for the Regional Agencies Smart Growth Strategies, to make sure that this planning process isn't stalled due to lack of funding. **14-K**

Table 2.1-3 needs an additional column and row for completeness of presentation. Trips from outside of the region to each county need to clearly be delineated. Trips from each county to outside of the region need to be indicated as well. By presenting these data, strategic approaches to excessive long distance auto commuting will be enabled. **14-L**

Conclusion

The DEIR was well written, with excellent proofreading. We appreciate this opportunity to comment on it. Unfortunately, TRANSDEF has identified severe methodological problems that make the DEIR inconsistent with the provisions of CEQA and the very purpose of the Act. We request that MTC withdraw the DEIR for major revision. We would be pleased to assist in the framing of supplemental alternatives and mitigations.

Sincerely,

David Schonbrunn

David Schonbrunn,
President

Attachments:
TCM proposal
Walsh Memo

cc: USEPA
USDOT
BAAQMD
Earthjustice LDF
Sierra Club, John Holtzclaw
RAFT
Marc Chytilo, Esq.
TRANSDEF Board

TRANSPORTATION SOLUTIONS DEFENSE AND EDUCATION FUND

16 Monte Cimas Avenue Mill Valley, CA 94941 415-380-8600

Proposed TCMs for 2001 SIP

TCM 1 Promote local agency commitment to TDM and TSM: Before any City, County, Transit Operator or other agency can receive a transportation improvement or funds resulting from any action by MTC, ABAG or BAAQMD, it must provide a certificate of compliance that it has completed the following actions: [Items below apply only to agencies with land use jurisdiction, unless otherwise noted in brackets.]

A. Reduce everyday SOV commute travel demand by providing economic incentives at both trip ends for alternative transportation modes, including carpool, bike, walking and transit. Provide economic incentives for existing employment sites to establish Commuter Choice programs (no authority currently exists to mandate participation.)

1. Establish a Commuter Choice program for agency employees. [All agencies.]
2. Adopt an ordinance that authorizes the case-by-case retroactive reduction of parking ratios for existing employment sites, based on three years experience with a Commuter Choice program. Upon execution and deed-recording of a contract to permanently maintain the program, or a substantially similar replacement program that accomplishes and maintains a comparable or greater reduction in SOV commuting, the applicant may re-develop the excess parking area, following an application and entitlement process.
3. Make a permanent employee Commuter Choice program a mandatory condition of approval for any land use entitlement or use permit for an employment site with 10 or more employees.
4. Require Commuter Choice programs to meet minimum requirements established by MTC, including parking cash out, van pool support, commuter check, and bike improvements. [Further details will be developed.] [All agencies.]
5. Adopt ordinance that requires residential and commercial rental property to make parking available only by separate lease (i.e., unbundle parking upon lease renewal to provide no-car or low-car households with lower housing costs).

14-M

B. Enact disincentives to everyday SOV commute travel by increasing the cost of commuter parking.

1. Implement market-based charges for agency-owned public parking lots. Eliminate monthly parking arrangements. [All agencies.]
2. Raise the commercial lot parking tax for the peak am period of 7 am to 10 am to a level consistent with a schedule created by MTC, but no less than 300% of its 2001 level. [Further details will be developed.]

C. Require major new development to provide permanent connections to transit. Provide incentives to locate major new development near frequent transit service.

1. Require, as a condition of approval of any development of more than 50 single family homes, the formation of a, or inclusion and participation in any existing, permanent transit benefit assessment district to provide free 6 am - 10 pm, 7 days/week, shuttle bus (or other) service to the nearest express bus or rail stop, unless a transit stop with 15 minute peak period service is within 1000 ft. of the development's centroid.
2. Require, as a condition of approval of any multifamily development of 50 or more units, the formation of a, or inclusion and participation in any existing, permanent transit benefit assessment district to provide free 6 am - 10 pm, 7 days/week, shuttle bus (or other) service to the nearest express bus or rail stop, unless a transit stop with 15 minute peak period service is within 1000 ft. of the main entrance.
3. Require, as a condition of approval of development of any site with 100 or more employees, the formation of a, or inclusion and participation in any existing, permanent transit benefit assessment district to provide free 6 am - 10 pm, 7 days/week, shuttle bus (or other) service to the nearest express bus or rail stop, unless a transit stop with 15 minute peak period service is within 1000 ft. of the main entrance.

14-M

D. Secure local agency support for assisting surface transit vehicles to move faster through traffic, thereby making transit more competitive with the SOV.

1. Commit to apply for funding for signal preemption and transit priority projects when and if requested by Transit Operator.

The TCM will become effective 18 months following SIP adoption.

TCM 2 Provide more funding for urban transit service:

a. Set new 5 year ridership increase targets (at least 10%) for transit operators on a county by county basis.
b. MTC will exert maximal efforts to provide transit operating funds to meet those targets, including the flexing of STP, CMAQ and RIP funding and the capitalization of preventive maintenance.
c. MTC will modify the regional allocation formulas based on population by adding to each county's residents the residents of other counties that work there.

14-N

TCM 3 Congestion pricing on bridges: Raise tolls during peak periods. Use surplus revenues to fund transit pass affordability for low income travellers.

14-O

TCM 4 Smart Growth incentives: Commit a specific percentage [to be determined] of the funds subject to MTC's discretion to Smart Growth incentives, including the Liveable Communities program and the Housing Incentive Program. Convene an Advisory Group to periodically review program criteria for effectiveness and environmental justice.

14-P

TCM 5 Reestablish legislative authority for Trip Reduction Ordinances: MTC and BAAQMD will lobby the legislature for authority to require charges for parking spaces on commercial property, subject to local parking tax.

14-Q

TCM 6 Indirect source review: BAAQMD will conduct review of proposed major trip-generating projects, including those that are directly connected to RTP projects, such as freeway interchanges. Mitigate air quality impacts to the maximum extent feasible, such as by limiting parking ratios.

14-R

TCM 7 Major Investment Study requirements: Any project advanced by MTC into an RTP or TIP must first have completed an MIS process that includes the analysis of a LUTRAQ alternative, i.e., a transit alternative coupled with land use densification around transit stops similar to the Western Bypass study in Portland, OR.

14-S

TCM 8 Improve the ability of MTC's transportation planning to accurately predict future conditions and thus make decisions resulting in better air quality, regional access and quality of life.

a. MTC will convene a peer review of its travel model, evaluating in particular whether its ability to account for latent and induced demand and its sensitivity to pedestrian-friendly land use correspond with the current state of the modelling art.

14-T

Vinston H. Hickox
Agency Secretary

Air Resources Board

Alan C. Lloyd, Ph.D.
Chairman
2020 L Street • P.O. Box 2815 • Sacramento, California 95812 • www.arb.ca.gov

Gray Davis
Governor

October 26, 1999

Francis Chin, General Counsel
Metropolitan Transportation Commission
101 8th Street
Oakland, CA 94607-4700

Re: Transportation Control Measures

Dear Mr. Chin:

As you know, at a July 22, 1999 hearing our Board asked staff to report to them on the question of whether the Metropolitan Transportation Commission (MTC) has the legal authority to adopt four TCMs proposed by Dr. Holtzclaw of the Sierra Club. I wrote to you on July 28, 1999, to ask the MTC's views on this question, and I want to thank you for the letter and memorandum you sent in response. Based on this written material and my phone staff's conversations with you, I would like to let you know of the following conclusions which I am reporting to our Board.

We agree that the MTC has no direct authority over land use decisions made by local cities and counties within the Bay Area. However, the four TCMs proposed by Dr. Holtzclaw do not require the MTC to exercise direct land use authority. Rather, each of the TCMs would require the MTC to fund transportation projects only if certain criteria are met. As I understand the legal opinion that you provided us, MTC does have the authority to allocate funding based on priorities specified in the Regional Transportation Plan (RTP), and the contents of the RTP are decided upon by the MTC. It is therefore possible that MTC could amend the RTP and thereafter use its funding allocation authority as described in the four TCMs (to the extent permitted by legal limitations that may apply to particular funding sources). My understanding is that the issue is not really whether MTC lacks the legal authority to implement the proposed TCMs, but that MTC believes it would not be appropriate to do so, for the various practical and political reasons outlined in your memorandum. 14-L

Having described the ARB's staff's views on the narrow issue of legal authority, I would like to more generally discuss how the ARB views the TCMs proposed by Dr. Holtzclaw. Although the air quality benefits of ARB's vehicle and fuels programs are outpacing growth for now, the long-term air quality solution for California must include an efficient transportation system and reduced per capita vehicle miles of travel. Transportation control measures (TCMs) provide a method to move toward reduced motor vehicle use and activity and will play an integral role in the Bay Area's long-term clean air strategy. Thus, we support the concept underlying the TCMs suggested by Dr. Holtzclaw, which is that MTC should give higher priority than it currently does to funding projects that reduce automobile dependency and discourage

sprawl. With renewed interest among elected officials in reducing sprawl and improving community livability, we expect that MTC may find political support for such approaches. We also encourage the three co-lead agencies in the Bay Area (the MTC, the Association of Bay Area Governments, and Bay Area Air Quality Management District) to work together to develop an infrastructure and integrated policies that effectively link transportation, land use, and air quality. 14-U

Thank you for your help in resolving these issues. If you have any questions or would like to discuss these matters further, please feel free to call me at (916) 322-2884.

Sincerely,

Kathleen Walsh

Kathleen Walsh
General Counsel

Attachments

cc: Robert Kwong, Bay Area AQMD
Dr. Holtzclaw, Sierra Club
Association of Bay Area Governments

LETTER 14 TRANSPORTATION SOLUTIONS DEFENSE AND EDUCATION FUND, OCTOBER 3, 2001

14-A This comment letter incorporates by reference the previous comment letter submitted by Transportation Solutions Defense and Education Fund ("TRANSDEF") in May 2001 during the EIR scoping period. Those comments are included herein as "Letter 14A" and responses are provided in this document.

Under CEQA, an EIR must consider a reasonable range of alternatives to a proposed project. "The range of alternatives required in an EIR is governed by a 'rule of reason' that requires the EIR to set forth only those alternatives necessary to permit a reasoned choice. The alternatives shall be limited to ones that would avoid or substantially lessen any of the significant effects of the project. Of those alternatives, the EIR need examine in detail only the ones that the lead agency determines could feasibly attain most of the basic objectives of the project. The range of feasible alternatives shall be selected and discussed in a manner to foster meaningful public participation and informed decision making." (CEQA Guidelines, § 15126.6, subd. (f); see also *Sequoyah Hills Homeowners Association v. City of Oakland* (1993) 23 Cal.App.4th 704; *City of Del Mar v. City of San Diego* (1982) 133 Cal.App.3d 401, 416-417; *Carmel-by-the-Sea v. U.S. Department of Transportation* (9th Cir. 1997) 123 F.3d 1142 (CEQA/National Environmental Policy Act "NEPA") case explaining that a court will not lightly second-guess an agency's formulation and refinement of its own objectives and will uphold an alternatives analysis that reflects proper project objectives); see also Memorandum to MTC Planning and Operations Committee from MTC Executive Director re: Approval of RTP Alternatives for Review in Environmental Process, June 8, 2001 (incorporated by reference herein pursuant to CEQA Guidelines section 15150 and Public Resources Code section 21092.)

CEQA establishes no categorical legal imperative as to the scope of alternatives to be analyzed in an EIR. Each case must be evaluated on its own facts, which in turn must be reviewed in light of the statutory purpose. Analysis of every imaginable alternative or mitigation measure is not required; rather, CEQA is concerned with potentially feasible means of reducing environmental effects. (CEQA Guidelines, § 15126.6, subd. (a).)

Among the factors that may be taken into account when addressing the feasibility of alternatives are site suitability, economic viability, availability of infrastructure, general plan consistency, other plans of regulatory limitations, jurisdictional boundaries, and whether the proponent can reasonably acquire control or otherwise have access to the alternative site. No one of these factors establishes a fixed limit on the scope of reasonable alternatives. (*Citizens of Goleta Valley v. Board of Supervisors* (1990) 52 Cal. 3d 553.)

The law does not require that every conceivable alternative be stated in the EIR, nor that the alternatives that are stated be described in every possible detail. What is required is that the EIR give reasonable consideration to alternatives in light of the nature of the project. (See, e.g., *Marin Municipal Water District v. KG Land California Corporation* (1991) 235 Cal.App.3d 1652, 1665-1666; *Al Larson Boat Shop v. Board of Harbor Commissioners* (1993) 18 Cal.App.4th 729, 745-746; *Mountain Lion Foundation v. Fish and Game Commission* (1997) 16 Cal.4th 105, 135-136.)

TRANSDEF asserts that the Draft EIR "did not analyze any feasible alternatives to the proposed RTP. " On the contrary, the Draft EIR for the RTP provides detailed consideration of at least four alternatives to the proposed 2001 RTP, including the No Project Alternative, a System Management Alternative, the Blueprint 1 Alternative, and the Blueprint 2 Alternative. By their nature, the proposed action and its alternatives represent a numerous array of feasible options – far exceeding a "reasonable range" – because the alternatives analysis provides the decision-makers with flexibility in adopting the final RTP by anticipating the universe of projects that may be considered for the RTP and particularly for the financially constrained portion called "Track 1" (i.e., the Commission may choose to swap a Blueprint project for a Track 1 project in the current RTP, as long as the funding assumptions remain reasonable).

It is well settled that "[t]he discussion of alternatives need not be exhaustive, and the requirement as to the discussion of alternatives is subject to a construction of reasonableness. The statute does not demand what is not realistically possible given the limitation of time, energy, and funds." (*Residents Ad Hoc Stadium Committee v. Board of Trustees* (1979) 89 Cal. App. 3d 274, 276). In fact, "[f]our alternatives . . . represent enough of a variation to allow informed decision making." (*Mann* v. *Community Redevelopment Agency*, 233 Cal. App. 3d 1143, 1150-1151.) Accordingly, MTC complied with CEQA by discussing an array of potentially feasible alternatives in the Draft EIR.

14-A1 TRANSDEF's comments assert that Blueprint 1 and Blueprint 2 are not alternatives to the RTP because "they are not fiscally constrained – the funding for them is speculative." The comment states that Government Code section 65080, subdivision (b)(1) provides that regional transportation plans must contain fiscally constrained expenditure plans. That section reads as follows:

"The regional transportation plan shall include all of the following:

(1) A policy element that describes the transportation issues in the region. . . [t]he objective and policy statements shall be consistent with the funding estimates of the financial element. . . .

(3)(A) A financial element that summarizes the cost of plan implementation constrained by a *realistic projection of available revenues*. [Emphasis added.]

Both Blueprint 1 and 2 have the ability to be implemented through future voter or legislative action and funded by the possible new revenue sources that have been identified and discussed on many occasions in the past. (Draft EIR, p. 3-3.) The new revenue sources are reasonable to consider and highly plausible because they represent "extensions of or increases to existing funding sources, or have legislative authorization to be developed or implemented." (Draft EIR, p. 3-3.) Given that the sources currently exist and are subject to extensions or increases, or have been authorized by the Legislature, the Commission could determine that the funding for Blueprint 1 and 2 projects is potentially achievable.

The Draft EIR does identify other potential sources of new revenue, including regional gas taxes, rollover of existing county sales taxes, higher bridge tolls, and making the contribution of the state sales tax on gasoline for transportation permanent as a proposed constitutional amendment on the March 2002 ballot.

The Draft EIR also states that "MTC may adopt any of the alternatives in this EIR. Although federal planning regulations require that MTC identify a set of projects that can be delivered based on reasonably available funding, these requirements do not preclude MTC from adopting a plan that includes additional projects that are not financially constrained." (Draft EIR, p. 3-3.)

14-A2 This comment asserts that the proposed RTP and the System Management Alternative are "so similar as to not have meaningfully different impacts." TRANSDEF bases this conclusion on the following: (1) both alternatives contain the same foundation of "$73.9 billion in 'Committed funds'"; and (2) a comparison of the alternatives in Draft EIR Tables 3.1-2 through 3.1-8, which illustrate the transportation and air quality impacts among the alternatives.

The Draft EIR provides that the System Management Alternative is designed to improve the operational efficiency of the existing transportation system, such as more express bus service, reversible freeway lanes, and a better connected HOV and transit system. (Draft EIR, p. S-3.) Unlike the proposed RTP, the System Management Alternative provides more funding for street and road pavement maintenance shortfalls, and MTC would be required to pursue congestion pricing on the Bay bridges to enable funding for new express buses in the bridge corridors. (Draft EIR p. 3-3.)

At its most fundamental level, TRANSDEF's comment criticizes the methodology and study approach to the Draft EIR, without any factual basis. The environmental review of

the 2001 RTP was conducted in conformance with accepted and widely-used methods of transportation system planning, analysis, and decision-making. (See, e.g., Report of Arthur Bauer & Associates (incorporated by reference herein pursuant to CEQA Guidelines section 15150 and Public Resources Code section 21092); see also Southern California Association of Governments 2001 Regional Transportation Plan Update Program Environmental Impact Report, February 1, 2001 (incorporated by reference herein pursuant to CEQA Guidelines section 15150 and Public Resources Code section 21092).)

In a manner consistent with these methods, MTC honors funding commitments made in the three-year Transportation Improvement Program ("TIP") (projects that are fully funded and are ready to be implemented through the TIP by way of design, right-of-way acquisition, or construction); federal funding "earmarks" that are provided to the Bay Area through federal legislation, and county sales tax measure projects where the sales tax measures provide full funding for a transportation project or program. This approach is consistent with CEQA, which anticipates that plans and projects evolve over time, are formulated in "tiers," often through complex multi-agency consultation and review processes; and proposed actions do not require these agencies, at every instance, to return to "square one" to continually reconsider the appropriate form and impact of their long-range planning efforts. Transportation improvements take many years to plan, review, design, fund, and implement, while the RTP must be updated every 2 to 3 years. If MTC were to ignore the years of planning that have led to these funding commitments, it would fail to reflect the extensive and ongoing public and local agency processes that have led to those commitments, and would be wasting substantial resources already invested in planning, engineering, and environmental analysis required to bring projects to the "committed" stage.

14-A3 Please refer to the response to comment 14-A.

14-A4 Table 3.1-8 in the Draft EIR compares the environmental effects of the alternatives to the proposed RTP to the extent reasonably feasible through a qualitative and numerical rating system. (Draft EIR, p. 3-14; see id., pp. 3-1 - 3-14.) CEQA imposes no requirement for a specific comparative process for evaluating alternatives in a programmatic, plan-level EIR that will be followed by site-specific environmental review of individual projects. In Al Larson Boat Shop, Inc. v. Board of Harbor Commissioners (1993) 18 Cal.App.4th 729, 741-746, for example, the Court of Appeal upheld a rather general alternatives analysis, consisting of only a total of four pages. The project at issue was the adoption of an updated "port master plan" that, among other things, defined the Port of Long Beach's five-year goal for building facilities sufficient to meet the increased demand for handling commercial cargo. Accordingly, the EIR was a plan-level document. The EIR

and plan described six anticipated port projects, including three minor landfills, which were intended to assist the Port in meeting its goal. The court held that EIRs for plan-level decisions (e.g., port master plans, regional transportation plans, general plans, etc.) need not address alternatives with the level of specificity appropriate in project-level EIRs. (18 Cal.App.4th at p. 746.)

14-B This comment states that the "Committed Funds" project list makes up the "No Project Alternative," and includes funding for maintenance and operations which tend to be routine. TRANSDEF notes, however, that it also includes roadway expansion and State Transportation Improvement Plan projects, which need to be evaluated in project-specific CEQA documents. As MTC possesses discretion in programming funds, and could allegedly reallocate funding to other purposes, TRANSDEF states that it is improper to include the expansion projects as part of a No Project Alternative.

Under CEQA, "[t]he 'no project' analysis must discuss the existing conditions at the time the notice of preparation is published, or if no notice of preparation is published, at the time environmental analysis is commenced, as well as what would be *reasonably expected to occur in the foreseeable future* if the project were not approved, based on current plans and consistent with available infrastructure and community services." (CEQA Guidelines § 15126.6, subd. (e)(2).) In accordance with CEQA, the analysis of the "no project alternative" in the Draft EIR includes a discussion of existing conditions and includes projects that have full funding commitments and are slated to go forward, as well as fully funded sales tax transportation projects authorized by voters. (Draft EIR, p. 3-2.)

Regarding the issue of MTC's ability to reallocate funding to other purposes, the CEQA Guidelines provide that the "no project" analysis should discuss both existing conditions and those that are reasonably likely to occur. MTC's asserted ability to reallocate funding is irrelevant as the funding is already committed, making the "Committed Funds" projects reasonably likely to occur. (See, e.g., Report of Arthur Bauer & Associates; MTC *Funding Guide*; MTC *Citizens' Guide*; please also refer to the response to comment 14-E2.) In any event, MTC cannot make such reallocations without making unrealistic financial assumptions in the RTP, in conflict with federal transportation planning requirements. (See California Transportation Commission *Regional Transportation Plan Guidelines* (December 1999); see also Southern California Association of Governments *2001 Regional Transportation Plan Update Program Environmental Impact Report*, February 1, 2001; please also refer to the response to comment 14-A2.)

TRANSDEF further asserts that since only the Track 1 Funds are treated by the RTP as being subject to the discretion of the RTP planning process, the bulk of the available RTP revenues are not available when considering the possibility of alternative projects. "The

locking up of a full 91 percent of the RTP funds as 'Committed' prevents the formation and modeling of substantive alternatives" and "impermissibly limits the range of options available to decision makers." In essence, TRANSDEF argues that the RTP should be evaluated based on the availability of all funds. This alternative is infeasible; MTC has determined, based on the evidence in the record, that neither Bay Area voters, other transportation agencies, nor the state Legislature would support, condone, or endorse the re-evaluation of prior funding commitments. The environmental review of the 2001 RTP was conducted in conformance with accepted and widely-used methods of transportation system planning, analysis, and decision-making. (See, e.g., Report of Arthur Bauer & Associates.)

The DEIR explains, moreover, that the 2001 RTP impacts are different from the cumulative population and employment growth impacts that are expected to occur and which are *largely independent from 2001 RTP* policies and investments. (Draft EIR, p. 1-7.) Please also refer to the responses to comments 4-B and 4-D.

Furthermore, in *Rio Vista Farm Bureau Center v. County of Solano* (1992), 5 Cal. App. 4th 351, the court held that the county did not improperly segment a project since the proposed project was fully evaluated for its potentially significant adverse environmental impacts, and any omitted specific discussions were of other projects, not the project under consideration. Similarly, the Draft EIR for the RTP fully evaluates the projects under consideration (the Track 1 projects) and omits evaluation of the Committed Funds, which are not projects under consideration, but rather projects that have, for all intents and purposes, already been approved. (See also Report of Arthur Bauer & Associates.) Please also refer to the response to comment 14-A2.)

14-B1 Please refer to the response to comment 14-B.

14-B2 Please refer to the responses to comments 14-A and 14B.

14-C1 This comment asserts that MTC's analytic method of using a "no project alternative" as a baseline, "when it contains substantial activity that will modify the environment away from its initial condition, is specifically prohibited by the CEQA Guidelines [section 15126.6, subdivision (e)(1)]." This statement regarding "substantial activity" is based on the fact that $73.9 billion in "Committed Funds" and other significant projects comprise the "no project" alternative. Further, TRANSDEF states that if the impacts of the build alternatives were compared to existing conditions, a large number of additional significant impacts would be identified, thus the Draft EIR fails to evaluate the cumulative impacts.

CEQA Guidelines section 15126.6, subdivision (e)(1), states that the no project alternative analysis is not the baseline for determining whether the proposed project's environmental impacts may be significant, unless it is identical to the existing environmental setting analysis which does establish that baseline. The "no project" alternative shall discuss the existing conditions at the time the environmental analysis is commenced, as well as what would be reasonably expected in the future.

In the instant case, the Draft EIR appropriately determined the significance of the RTP's impacts by comparing them to both the existing physical environment and to the "No Project Alternative," which includes the existing conditions at the time the environmental analysis is commenced, as well as what would be reasonably expected in the future. (See, e.g., Draft EIR, p. 2-29; see also CEQA Guidelines, §§ 15125; 15126.6, subd. (e)(1); please also refer to the response to comment 14-A2.) It should be noted that although specific projects in the RTP may result in site specific project level impacts (such as impacts to biological resources), the RTP does not cause adverse traffic, transportation, or air quality impacts; it has been formulated to reduce traffic congestion, VMTs, and the associated air quality impacts over time. Therefore, the relevant inquiry is the degree to which the proposed plan would in fact lessen or avoid otherwise anticipated impacts – thus, the Draft EIR's comparison to the "no project" alternative scenario, including "committed projects" that will occur with or without the RTP, is necessary and appropriate. (See, e.g., Report of Arthur Bauer & Associates; Southern California Association of Governments 2001 Regional Transportation Plan Update Program Environmental Impact Report, February 1, 2001.)

14-C2 This comment asserts that the Draft EIR is inadequate because it fails "to properly evaluate the cumulative impacts of regional growth." In compliance with CEQA, the Draft EIR was prepared to inform decision-makers of the potentially significant environmental consequences of the 2001 RTP, including such consequences on a cumulative basis. Toward that end, Chapter 2.11 of the Draft EIR provides a detailed discussion of the relationship between the transportation improvements proposed in the RTP and land use, and evaluates the general land use implications of the proposed RTP and a range of alternatives over time and in conjunction with other reasonably foreseeable future projects. Specifically, beginning on page 2-170, the Draft EIR discusses urbanization impacts that could result from changes in accessibility made by some transportation improvements. (See also Draft EIR, pp. 2-165 - 2-177 (Section 2.11, Land Use); *id.* at pp. 3-15 - 3-16 (discussing potential growth-inducing impacts).) The transportation improvements proposed in the RTP are consistent with the projected and planned growth in the Bay Area, as identified by ABAG in consultation with local governments.

Please also refer to the responses to comment 4-B, 4-D, 7-A, 8-B, and 8-J.

14-D1 This comment states that the Draft EIR identifies a "troubling series of significant impacts" resulting from "25 years of suburban growth," yet does not identify mitigation measures. Any potentially significant impacts resulting from "25 years of suburban growth" are the proper subject of environmental documents prepared for the discretionary agency actions that permit such growth. MTC has no land use authority and cannot directly affect growth patterns. To the extent reasonably feasible, MTC promotes coordination and integration of transportation and land use planning through participation in the Regional Agencies Smart Growth Initiative as well as through its TLC program and its HIP program. (Draft EIR, pp. 2-176 - 2-177.) Please also refer to the responses to comments 4-B, 4-D, and 8-W.

14-D2 TRANSDEF alleges that the RTP failed to consider any low-cost mitigation measures as set forth in the California Transportation Commission's RTP Guidelines, including analyses of transportation demand management strategies. TRANSDEF has also proposed "an extensive" system of Transportation Control Measures ("TCMs") to reduce the impacts of sprawl. TRANSDEF seeks evidence in the record to support findings that the TCMs proposed by TRANSDEF are infeasible.

MTC has conducted and documented a review of TCMs in the analysis of "Reasonably Available Control Measures" in the *Revised 2001 San Francisco Bay Area Ozone Attainment Plan for the 1-Hour National Ozone Standard* (October 24, 2001) (incorporated herein by reference pursuant to CEQA Guidelines section 15150 and Public Resources Code section 21092). (Please also refer to the response to comment 14-M.) TRANSDEF, on the other hand, provides no evidence that these measures are feasible or practical, or even that they are effective. In fact, TRANSDEF admits that "further details" are needed to implement their proposed measures. An EIR need not analyze every *imaginable* alternative or mitigation measure; its concern is with *feasible* means of reducing environmental effects. Under the CEQA Guidelines, a mitigation measure is "feasible" if it is "capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, social, and technological factors." (CEQA Guidelines, § 15364.) Where mitigation measures proposed by project critics are obviously infeasible, an EIR is not deficient for failing to discuss them. (*Concerned Citizens of South Central Los Angeles v. Los Angeles Unified School District* (1994) 24 Cal. App. 4th 826, 843; see Report of Arthur Bauer & Associates.)

Please also refer to the responses to comments 14-M through 14-T.

14-E1 This comment asserts that many of the mitigation measures proposed for cumulative impacts require implementation by other jurisdictions, but fail to require those jurisdictions by agreement to implement the measures. In so stating, TRANSDEF cites Draft EIR page 2-101, which provides that mitigation measures will be effective "if incorporated by project sponsors." Prior to that section, however, on page 2-99, the Draft EIR explains that "project sponsors shall commit to mitigation measures at the time of certification or approval of project-related environmental documents." This approach fully complies with CEQA. (See, e.g., *Rio Vista Farm Bureau Center v. County of Solano* (1992) 5 Cal.App.4th 351, 375-377.)

Furthermore, mitigation measures are not required for effects which are not found to be significant. (CEQA Guidelines, § 15126.4, subd. (a)(3).) The duty to mitigate arises only if the impacts of the project are significant and adverse. Impacts such as traffic congestion and increased air pollutant emissions result from regional growth that will continue to occur with or without major transportation improvements, since the factors most affecting potential growth are immigration, birth rates of different segments of the population, housing availability and cost, job opportunities, and other factors. (Draft EIR, pp. 3-15 - 3-16.) Transportation investment in general, and increased capacity in particular, currently lag behind the growth that has already occurred in the Bay Area. This condition will continue to be true in the future as well. Roadway lane miles are projected to increase by only 5 percent by the year 2025, while population is expected to increase by 19 percent and jobs will increase by 33 percent. The limited transportation system expansion contemplated in the 2001 RTP therefore will not result in significant adverse traffic congestion or air quality impacts that require mitigation. (Draft EIR, pp. 2-10 - 2-14, 3-15 - 3-16.)

The evidence in the record demonstrates that the only significant adverse impacts anticipated to occur are as a result of regional growth on a cumulative basis, not as a result of implementation of the RTP. When cumulative effects are involved, CEQA anticipates that the only feasible mitigation may entail local agency adoption of ordinances or regulations rather than the imposition of conditions on a project-by-project basis. (Guidelines, § 15130, subd. (c); *San Franciscans for Reasonable Growth v. City and County of San Francisco* (1989) 209 Cal.App.3d 1502, 1526; see also Native Sun/Lyon Communities v. City of Escondido (1993) 15 Cal.App.4th 892, 908 ("[u]nder CEQA the choice of how to allocate mitigation of cumulative impacts remains discretionary with the local entity").)

Moreover, in devising mitigation measures, "a public agency may exercise only those express or implied powers provided by law other than [CEQA]." (Pub. Resources Code, § 21004; see also CEQA Guidelines, § 15040, subd. (b); *Corona-Norco Unified Sch. Dist. v.*

City of Corona (1993) 13 Cal.App.4th 1577, 1587; *Kenneth Mebane Ranches v. Superior Court* (1992) 10 Cal.App.4th 276, 291; *San Franciscans for Reasonable Growth v. City and County of San Francisco* (1989) 209 Cal.App.3d 1502, 1525; *Concerned Citizens of South Central Los Angeles v. Los Angeles Unified School District* (1994) 24 Cal.App.4th 826, 842.) Changes in land use development patterns are not a mitigation option available to MTC, which has no land use authority to affect growth patterns or congestion levels.

Please also refer to the responses to comments 4-B and 4-D.

14-E2 TRANSDEF states that MTC may have the authority to condition the funding of other jurisdictions on compliance with land use criteria. This statement is based solely on a letter from the California Air Resources Board stating its understanding that MTC can allocate funding based on priorities specified in the RTP, and that the contents of the RTP are decided by MTC.

MTC's scope of authority and funding allocation methods in formulating the RTP are based on, and consistent with, the requirements and limitations of federal and state law. (See, e.g., Report of Arthur Bauer & Associates; California Transportation Commission *Regional Transportation Plan Guidelines* (December 1999).

Please also refer to the response to comment 14-E1.

14-E3 This comment suggests that the mitigation monitoring and reporting program should have been circulated to the public with the EIR. CEQA does not require the inclusion of such a program within a draft or final EIR:

"The law clearly contemplates otherwise, for the mitigation monitoring program is required to be adopted '[w]hen making the findings required' (§ 21081.6), and those findings are made after considering the final EIR. (See § 21081; Guidelines, § 15091.) Nothing in CEQA or the Guidelines requires the mitigation monitoring plan to be in the EIR."

(*Christward Ministry v. County of San Diego* (1993) 13 Cal.App.4th 31, 49; see also *Leonoff v. Monterey County Board of Supervisors* (1990) 222 Cal.App.3d 1337, 1356-1357 (recirculation of a mitigated negative declaration was not triggered by the apparent addition, after the public review period, of three conditions of approval that "appear[ed] to be in the nature of the monitoring program required by Code section 21081.6 of a public agency that has imposed mitigating conditions on a project").)

14-F Please refer to the responses to comments 8-J and 15-D.

14-G Please refer to the responses to comments 4-D and 14-E1.

14-H Please refer to the response to comment 8-M.

14-I Please refer to the response to comment 14-E1.

14-J Please refer to the responses to comments 14-D1 and 14-E1.

14-K Please refer to the responses to comments 7-A, 7-C, 7-G, 8-A, 8-U, 14-D1 and 14-E1.

14-L Table 2.1-3 in the Draft EIR presents information regarding "Projected Person Trips Between Counties in the Year 2025," as part of the chapter describing the physical environmental conditions for the project, or the "environmental setting." (CEQA Guidelines, § 15125, subds. (a), (b), and (c) (the EIR should discussion the regional setting in which the proposed project should operate).) The RTP is a regional plan and the regional setting in which it would be implemented is thoroughly described; the requested information is beyond the scope of this discussion.

14-M The listed Transportation Control Measures ("TCMs") were evaluated by MTC pursuant to the Reasonable Available Control Measure ("RACM") analysis in the *Revised 2001 San Francisco Bay Area Ozone Attainment Plan for the 1-Hour National Ozone Standard* adopted by ABAG, BAAQMD, and MTC on October 24, 2001 (please also refer to the response to comment 8-J). All TCMs in the federal ozone attainment plan have been or will be implemented through the funding allocations in the RTP. (See, e.g., BAAQMD *Transportation Fund for Clean Air Annual Report, Fiscal Year 2000/01* (March 2001) (incorporated by reference herein pursuant to CEQA Guidelines section 15150 and Public Resources Code section 21092); please also refer to the responses to comments 7-A, 8-U, 8-V, 14-D1, and 14-E2.)

Since TRANSDEF's TCM suggestions were addressed in the federal ozone attainment plan, the function of the RTP is to ensure funding for TCMs that were adopted, not to reevaluate these TCMs in the RTP. Further, TRANSDEF provides no evidence that these measures are feasible or practical, or even that they are effective. In fact, TRANSDEF admits that "further details" are needed to implement their proposed measures. An EIR need not analyze every *imaginable* alternative or mitigation measure; its concern is with *feasible* means of reducing environmental effects. Under the CEQA Guidelines, a mitigation measure is "feasible" if it is "capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, social, and technological factors." (CEQA Guidelines, § 15364.) Where mitigation measures proposed by project critics are obviously infeasible, an EIR is not deficient for failing to discuss them. (*Concerned Citizens of South Central Los Angeles v.*

Los Angeles Unified School District (1994) 24 Cal. App. 4th 826, 843; see Report of Arthur Bauer & Associates.)

Moreover, in 1995 the California Legislature acted to prohibit public agencies from requiring an employer to implement an employee trip reduction program. Health and Safety Code, section 40717.9, eliminates employee trip reduction programs as one of the types of mitigation that agencies can impose under CEQA. While TRANSDEF's measures are not defined as employee trip reduction programs, they are similar in that they mandate commuter choice programs that serve to reduce employee trips.

14-N Please refer to the response to comment 14-M.

14-O Please refer to the response to comment 14-M.

14-P Please refer to the response to comment 14-M.

14-Q Please refer to the response to comment 14-M.

14-R Please refer to the response to comment 14-M.

14-S Please refer to the response to comment 14-M.

14-T Please refer to the response to comment 14-M.

14-U Please refer to the response to comment 14-M.

Ashley Nguyen - TRANSDEF RTP scoping comments

From: "David Schonbrunn" <David@Schonbrunn.org>
To: <anguyen@mtc.ca.gov>
Date: 5/7/2001 1:02 PM
Subject: TRANSDEF RTP scoping comments

14A

Ashley--

Attached is a Word Perfect file with TRANSDEF's comments on the scoping of the 2001 RTP EIR. It is currently unpaginated, as I have had extraordinary problems with the software over the weekend. I will mail a hard copy with the correct pagination.

If you have any trouble opening the file, please contact me at the number below. Thank you.

--David Schonbrunn

David Schonbrunn, President
TRANSDEF
(Transportation Solutions Defense and Education Fund)
16 Monte Cimas Avenue
Mill Valley, CA 94941

415-383-9321
415-383-0776 (fax)
David@Schonbrunn.org

TRANSPORTATION SOLUTIONS DEFENSE AND EDUCATION FUND

16 Monte Cimas Avenue Mill Valley, CA 94941 415-380-8600

May 4, 2001
By e-mail & US Mail

Sharon Brown, Chair
Metropolitan Transportation Commission
101 Eighth Street
Oakland, CA 94607

Re: 2001 Regional Transportation Plan EIR Scoping

Dear Chair Brown:

TRANSDEF is pleased to see that the preparation of the 2001 RTP includes a series of improvements over RTP practices in past years. In particular, the convening of the Environmental Justice Advisory Group and the Performance Measures Working Group represents a very positive development. While the aggressive schedules for these groups do not provide enough time for thoughtful analysis and community-based process, TRANSDEF applauds MTC's significant commitment of resources and willingness to engage these challenging topics.

The decision to include an RTP Alternative defined by the public is similarly a positive step forward. TRANSDEF believes that the definition of this alternative needs further work, however, given the problem that merely picking "the most frequently mentioned substitutes for funding levels and/or projects and programs" is likely to fail to provide a coherent and strategic alternative. Random comments from the public are unlikely to add up to a plan that optimizes both the use of scarce resources and the mitigation of RTP impacts. Happily, this problem can be easily corrected. However, while it is nice that the Proposed RTP will study a Citizens' Alternative, the primary responsibility for developing a range of meaningfully different strategies should fall on professional staff. The burden of CEQA is not satisfied by shifting it to the public. 14A-A

In response to the March 31, 1998 Notice of Preparation, the Regional Alliance for Transit submitted extensive suggestions [attached] for scoping the EIR. None of these suggestions were implemented in the DEIR. No response to the letter was ever received. Amongst many innovative ideas, it proposed an RTP Alternative that avoided encouraging long distance driving by leaving in place existing "gateways" or bottlenecks such as the limited number of bores in the Caldecott Tunnel and the 4 lane expressway between Novato and Petaluma, when an adjacent transit facility has unused capacity. TRANSDEF trusts that 'the New MTC' will be more responsive to the comments herein. 14A-B

Alternatives Analysis

The proposed **Alternative 3: Other Projects Alternative** could potentially be a very useful alternative to study, if the elements of it are carefully tailored to work together as a transportation system. TRANSDEF believes that a more-or-less comprehensive alternative has been developed by the Bay Area Transportation and Land Use Coalition (BATLUC). (Should BATLUC fail to submit a proposed alternative, TRANSDEF intends to do so.) TRANSDEF would be pleased if this alternative was studied as Alternative 3, and suggests it be titled 14A-C

"**Citizens' Alternative.**" If MTC insists on melding other ideas from the public with the BATLUC proposal, we would object, unless MTC were willing to add another alternative, in which the BATLUC alternative was studied in isolation.[1]

The reason for insisting that the BATLUC alternative be studied on its own is that it represents a specific strategy for improving transportation in the region. A melding of randomly collected ideas is likely to water down the plan's strategic coherence to the point of not providing decision-makers with the information they are legally required to be given. The EIR must conduct an adequate analysis of alternative strategies. Under CEQA case law, as cited in *Kings County Farm Bureau v. City of Hanford, 221 Cal.App. 3rd 692 (1990)*:

> An EIR must "describe a range of reasonable alternatives to the project or to the location of the project, which could feasibly attain the basic objectives of the project and evaluate the comparative merits of the alternatives." (Guidelines, § 15126, subd. (d).) The discussion must "focus on alternatives capable of eliminating any significant adverse environmental effects or reducing them to a level of insignificance, even if these alternatives would impede to some degree the attainment of the project objectives, or would be more costly." (Guidelines, § 15126, subd. (d)(3).) A major function of the EIR is to ensure thorough assessment of all reasonable alternatives to proposed projects by those responsible for the decision. (*County of Inyo v. City of Los Angeles, supra, 71 Cal.App.3d at p. 203, 139 Cal.Rptr. 396.*)
>
> A legally adequate EIR "must produce information sufficient to permit a reasonable choice of alternatives so far as environmental aspects are concerned." (*San Bernardino Valley Audubon Society, Inc. v. County of San Bernardino (1984) 155 Cal.App.3d 738, 750-751, 202 Cal.Rptr. 423*; see also *Citizens of Goleta Valley v. Board of Supervisors (1988) 197 Cal.App.3d 1167, 1178-1181, 243 Cal.Rptr. 339.*) It must contain sufficient detail to help ensure the integrity of the process of decisionmaking by precluding stubborn problems or serious criticism from being swept under the rug. (*Concerned Citizens of Costa Mesa, Inc. v. 32nd Dist. Agricultural Assn. (1986) 42 Cal.3d 929, 935, 231 Cal.Rptr. 748, 727 P.2d 1029; People v. County of Kern (1974) 39 Cal.App.3d 830, 841, 115 Cal.Rptr. 67.*) It must reflect the analytic route the agency traveled from evidence to action. (*Topanga Assn. for a Scenic Community v. County of Los Angeles (1974) 11 Cal.3d 506, 515, 113 Cal.Rptr. 836, 522 P.2d 12.*) An EIR which does not produce adequate information regarding alternatives cannot achieve the dual purpose served by the EIR, which is to enable the reviewing agency to make an informed decision and to make the decisionmaker's reasoning accessible to the public, thereby protecting informed self-government. (*Laurel Heights Improvement Association v. Regents of the University of California, supra, 47 Cal.3d at p. 392, 253 Cal.Rptr. 426, 764 P.2d 278.*)

14A-C

[1] One method of reducing the workload would be to eliminate **Alternative 2: Maintenance and Operations Alternative**. We doubt that this alternative will develop useful information beyond that obtained by studying the mandatory **Alternative 1: No Project Alternative**.

Given these statutory and regulatory requirements, TRANSDEF requests that the alternatives studied in the RTP EIR represent coherent and consistent approaches to regional transportation. 14A-C

Along these lines, we believe that the definition of **Alternative 4: Blueprint Alternative** is similarly flawed. We are concerned that this alternative, as currently defined, will fail to be informative to Commissioners, due to its multiple variables. Not only does it add significantly more funding, it also may contain alternative land use and pricing assumptions. These latter assumptions are extremely valuable to the analysis of alternative approaches to regional transportation, but their impacts will not be able to be separated out from the impacts of increased funding. To make the RTP alternatives maximally useful to Commissioners, these alternative assumptions should not be part of the base **Alternative 4.** TRANSDEF requests that a consistent set of alternative land use and pricing assumptions be applied to each of the RTP Alternatives, as sub-alternatives. While recognizing that MTC doesn't have the authority to implement these assumptions, these sub-alternatives would act as sensitivity analyses, providing a basis for future policy development and state legislation. 14A-D

We note that **Alternative 4** is technically not an RTP alternative, because it is not fiscally constrained. While it is useful as an illustration of the benefits of additional funding for the RTP, for the purposes of CEQA, it should not be identified as an RTP alternative because the Commission cannot legally adopt it.

Over 90% of the proposed RTP expenditures have been identified as "committed," a tactic TRANSDEF believes to be contrary to the letter and intent of CEQA. By handcuffing itself to the committed projects, the Commission has chosen to artificially limit the range of possible alternatives to be studied. This leads to a high probability that the RTP's impacts will be extremely similar from alternative to alternative, since the vast bulk of the RTP is spent on the same list of projects in each of the alternatives. For CEQA purposes, it would be more accurate to call the four proposed alternatives "Options" rather than "Alternatives." We do not believe they meet the tests for valid Alternatives. If an alternative were to model a large proportion of the total funds being spent on transit instead of new highways, for example, the results would provide useful input for decisionmakers. The Commission's decision to not study the widest possible range of alternatives cannot lead to better solutions to regional transportation. 14A-E

TRANSDEF asks that all expansion projects not under contract be required to compete anew for regional funds. In addition, we ask that strict guidelines be instituted for "maintenance" projects, to avoid the problem of 'scope creep' where maintenance projects on the committed projects list sprout expansion components following RTP adoption. The sheer size of this list means that, without the careful implementation of guidelines, the dollar volume of small expansion projects that receive no scrutiny in the EIR will swamp Track 1.

Returning to the issue of mitigation, the CEQA guidelines require a "focus on alternatives capable of eliminating any significant adverse environmental effects or reducing them to a level of insignificance..." (*supra*). TRANSDEF requests that the EIR study the effectiveness of mitigating the significant impacts of the increase in regional VMT by implementing the TCMs proposed by the public for the 2001 SIP (including TRANSDEF's own submission). 14A-F

RTP Goals

RTP goals are the foundation of the RTP, and especially its Policy Element. If MTC wants to actually improve regional transportation, it must start to exercise discretion over which projects are selected for the RTP, rather than continue its tradition of merely combining the favored projects of each CMA and transit operator. To do so requires great clarity in its goals.

The lack of a fundamental analysis of the region's transportation problems (e.g., high levels of vehicle trip generation lead inevitably to congestion; jobs/housing imbalance creates excessive transportation demand) means that MTC has no strategy, and therefore no focused goals and objectives with which to optimize the RTP investment selection process. In the absence of refined goals, MTC has operated with a brute force strategy of 'just get more money.' The Performance Measures Working Group's efforts to define useful measures of performance was hampered by the lack of clarity and specificity of the Commission's RTP goals. Prior to project selection for the RTP, TRANSDEF urges the Commission to refine its RTP goals beyond their current state so as to maximally focus its scarce resources on solutions.

14A-C

Counties have no responsibility for the regional impacts of their land use and transportation plans. It is MTC's job as regional traffic cop to minimize those impacts by using its discretion to select for the RTP those projects that minimize the cumulative impacts. MTC has the authority under SB 45 to "consider and incorporate, as appropriate, the transportation plans of cities, counties, districts, private organizations, and state and federal agencies" (Sect. 65080(a)). Similarly, "A county transportation commission created pursuant to Section 130000 of the Public Utilities Code shall be responsible for recommending projects to be funded with regional improvement funds, if the project is consistent with the regional transportation plan" (Sect. 65080(b)(3)) (emphasis added). Rather than acting as if all the projects to be submitted by local agencies are already regionally optimal, MTC should develop clear goals to enable it to select the best projects.

Major Update or Minor Revision?

We are concerned that MTC appears to be considering this RTP to be a "major update." Despite the Commission's promise every RTP, starting in 1996, to produce a major update in the next RTP cycle, TRANSDEF has not seen a major RTP update since 1994. Based on the current RTP materials available to the public, it seems clear that the proposed 2001 RTP will be a minor update--a repackaging of the 1998 RTP, with a few additional projects. This bait-and-switch tactic has resulted in numerous organizations, including ours, losing patience with your agency. While continuing to participate in the RTP process, we have gone to the courts to stop MTC from facilitating the further deterioration of the region's quality of life.

14A-H

What's missing in MTC's RTP preparation process is a fundamental analysis of the transportation problems facing the Bay Area (discussed in the section above). Without one, and the sharpened RTP objectives that are derived from it, the project mix is going to look the same as past failed RTPs, due to the lack of exercise of discretion. While the Regional Agencies Smart Growth Strategies is a step in the right direction, other regions like Portland and Salt Lake have conducted far more comprehensive regional planning efforts, having started their studies years ago. MTC's footdragging is a key reason planning in the Bay Area lags behind these other regions.

The issue of land use planning is key here, because the Regional Agencies Smart Growth process may ultimately result in a regional approach to land use with lower cumulative environmental impacts. MTC's history, exemplified in the proposed "Committed Funding" section of the 2001 RTP, is to take the decisions of past RTPs as the basis for the TIP, and then never revisit those decisions, deeming the past RTP projects "committed." The expansion of the RTP timeline to 25 years, along with the infusion of large amounts of new money, makes the policy of not revisiting past decisions totally unacceptable. 14A-H

Financial Element Presentation

A recurring problem in past RTPs has been the presentation of financial data that distort the MTC's contribution to transit. The problem is that formula funds, ITIP, transit farebox and local voter- approved sales tax revenues are included in the overall RTP revenue totals, even though these sources are not actually allocated by the Commission. The presentations in the past have thus exaggerated MTC's contribution to transit, claiming credit for allocating funds over which it has no discretion. If the funds over which MTC has discretion were properly identified and segregated for the pie chart analyses, this would document that MTC provides much less support for transit than is currently claimed. In the interest of a more accurate depiction of MTC decisionmaking, TRANSDEF requests that all the funds in the RTP be categorized as to whether MTC has discretion in allocation. 14A-I

Conclusion

The transit advocacy community has waited the past 7 years for MTC to follow through on its promise to do a major update of the RTP. This has now been put off another three years, under the rubric of a smart growth study. Given this unsatisfactory history and the dire consequences of sprawl predicted in past EIRs, further waiting is not an acceptable option. TRANSDEF requests MTC to follow the dictates of CEQA and deliver a legally sufficient EIR.

Sincerely,

David Schonbrunn

David Schonbrunn,
President

cc: FHWA
FTA
USEPA
BAAQMD
Earthjustice LDF
RAFT
BATLUC
Sierra Club
TRANSDEF Board
Marc Chytilo, Esq.

LETTER 14A TRANSPORTATION SOLUTIONS DEFENSE AND EDUCATION FUND, MAY 4, 2001 (EMAIL TRANSMITTAL DATED 5/7/01)

14A-A Please refer to the responses to comments 7-E, 7-F, 14-A, and 14-A1.

14A-B Please refer to the responses to comments 7-E, 7-F, 8-G, 14-A, 14-A1, and 15-B.

14A-C Please refer to the responses to comments 7-E, 7-F, 14-A, and 14-A1.

14A-D Please refer to the responses to comments 7-E, 7-F, 14-A, and 14-A1.

14A-E Please refer to the responses to comments 14-A2 and 14-B.

14A-F Please refer to the responses to comments 14-D2, 15-E1, and 14-M through 14-T.

14A-G This comment concerns the substance of the RTP itself, not the Draft EIR which provides environmental review of that plan. The comment does not raise environmental issues under CEQA. A response to this comment on the RTP is provided separately. See Appendix F.

14A-H This comment concerns the substance of the RTP itself, not the Draft EIR which provides environmental review of that plan. The comment does not raise environmental issues under CEQA. A response to this comment on the RTP is provided separately. See Appendix F.

14A-I This comment concerns the substance of the RTP itself, not the Draft EIR which provides environmental review of that plan. The comment does not raise environmental issues under CEQA. A response to this comment on the RTP is provided separately. See Appendix F.

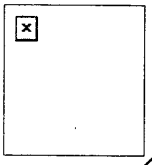
Ashley Nguyen - Comments on DEIR for 2001 RTP

From: "Enrique Gallardo" <enriqueg@lif.org>
To: <anguyen@mtc.ca.gov>
Date: 10/3/2001 5:37 PM
Subject: Comments on DEIR for 2001 RTP

Attached please find (in both Wordperfect and RTF format) comments by Latino Issues Forum on the DEIR for the 2001 RTP. I also faxed the same comments. I also attach the comments below, in case the attachments fail.

Thank you.

Enrique Gallardo
Senior Program Manager
Latino Issues Forum
785 Market Street, Suite 300
San Francisco, CA 94103
Ph: (415)547-7550
F: (415)284-7210



A Public Policy and Advocacy Institute

See attachment.

October 3, 2001

Ashley Nguyen

Project Manager - Regional Transportation Plan

Metropolitan Transportation Commission

101 Eighth Street

Oakland, CA 94607

Via Facsimile: (510)464-7848

Via Email: anguyen@mtc.ca.gov

Re: Comments on the Draft Environmental Impact Report for the Regional Transportation Plan

15

A Public Policy and Advocacy Institute
October 3, 2001

Ashley Nguyen
Project Manager - Regional Transportation Plan
Metropolitan Transportation Commission
101 Eighth Street
Oakland, CA 94607
Via Facsimile: (510)464-7848
Via Email: anguyen@mtc.ca.gov

Re: Comments on the Draft Environmental Impact Report for the Regional Transportation Plan

Dear Ms. Nguyen:

I write on behalf of Latino Issues Forum (LIF) to comment on Draft Environmental Impact Report for the 2001 Regional Transportation Plan (RTP). LIF is a statewide public policy advocacy organization, focusing on issues that affect Latinos. Transportation has important environmental and health impacts on the Latino communities, as well as other communities. LIF is extremely concerned about

the environmental and health effects brought about by the increase in Vehicle Miles Traveled (VMT) proposed in the RTP, more so because Latinos are disproportionately hurt by these environmental and health affects. LIF also believes that the RTP does not provide adequate public participation on a number of issues that will have environmental impacts, which is a violation of the California Environmental Quality Act (CEQA)..

15-A

15-B

The current RTP's proposed increase in VMT constitutes an environmental impact; projects that promote sprawl and pollution must not be encouraged with funding. The current RTP proposes that VMT increase by almost 50% in 25 years, even though the population is projected to grow by less than 20%. Such an increase in VMT is an environmental impact that must be mitigated. Sprawl is being encouraged by the current RTP. The Metropolitan Transportation Commission (MTC) may claim that sprawl occurs independent of the RTP, bu the RTP need not

15-C

reward and encourage significantly for the Latino community. Transportation planning that simply creates more lanes on which more and more cars will become congested in traffic cannot has significant and disastrous environmental and health effects. 15-C

With increased VMT comes increased pollution. Latinos are disproportionately hurt by the health effects that result from air pollution. As demonstrated by a report published by LIF, "Confronting Asthma in California's Latino Communities," (available at our website www.lif.org) in 1999, 1.8 million Californians suffered from asthma, with over half a million Latinos in California affected by this disease. Asthma is exacerbated and perhaps caused by air pollution. Without a doubt, vehicle exhaust is the primary factor in the formation of smog. Therefore, Latinos have a special interest in seeing sprawl and pollution discouraged. In order to mitigate the damaging environmental effects from increases in VMT, the RTP should encourage public transit ridership through increased funding, so that transit may become an attractive option for commuters. At the same time, less funding for sprawl-friendly projects will discourage sprawl and pollution. 15-D

The Lifeline Transit Network should receive the highest priority in funding; this is the best possible mitigation for the environmental and health effects of VMT. The best way to prevent air pollution is to encourage public transit ridership. The MTC must back its stated commitment to the Lifeline Transit Network with funding; otherwise its commitment is hollow. Funding for the Lifeline Transit Network should be added to the Expansion Policy and placed in Track1 for funding. Lifeline service should be expanded to 24 hours a day, 7 days a week for those communities that need it most. Such a measure would result in a decrease in VMT, is feasible, and would constitute the best mitigation for the air pollution caused by an increase in VMT. 15-E

Transit operators should not be required to increase fares; absence of public hearings on this issue is in violation of CEQA. An increase in transit fares would discourage ridership and result in an increase in VMT. Therefore an increase in fares has an environmental impact and is subject to CEQA. An increase in fares is also hurtful to low-income communities that are dependent on public transit. MTC's provision of funding for the maintenance and overhead of public transit should not have the condition that the transit operators raise fares. This is especially so as the public has not had a chance to comment on this particular provision in public hearings. The absence of an adequate environmental review of increasing fares, including public hearings and opportunity for public input, is a violation of CEQA. 15-F

Fund the program to give free bus passes to low-income students. This is an innovative program that achieves a number of goals. It provides vital transit to a community that sorely needs it. It also frees these students' parents to more fully participate in the economy, when they currently may be pressed into a schedule that requires them to ferry their children to school and back. Most importantly for environmental purposes, it will reduce VMT, as parents will not be required to drive their children to and from school. The RTP should include funding for this program for at least three years. Moreover, the MTC should view this currently limited program as a pilot program to be expanded to the full range of the transit operators in MTC's jurisdiction. 15-G

Fund a Regional Bicycle & Pedestrian Safety and Access Program. Pedestrian and bicycle safety is an important environmental issue for the Latino community. Latinos, and especially Latino youth are disproportionately the victims of vehicle-on- pedestrian traffic accidents. Funding of each 15-H

785 Market Street, 3rd Floor San Francisco, CA 94103
Ph: 415 547 7550
Fax: 415 284 7210
enriqueg@lif.org

county's bicycle plan and of MTC's regional bicycle plan should be provided.

The increase in VMT proposed by the current RTP presents unacceptable environmental and health impacts. This is so especially for the Latino community, which is disproportionately impacted by these environmental and health effects. The Metropolitan Transportation Commission should encourage projects that address this increase in VMT. A number of measures were provided above.

Thank you very much for your efforts in planning and improving our network of transportation.

Best Regards,

Enrique Gallardo, Esq.
Senior Program Manager
Environmental/ Sustainable Development Program
Latino Issues Forum

785 Market Street, 3rd Floor San Francisco, CA 94103
Ph: 415 547 7550
Fax: 415 284 7210
enriqueg@lif.org

LETTER 15 LATINO ISSUES FORUM, OCTOBER 3, 2001

15-A The growth in VMT in the Bay Area is due to both the substantial increases in population (22.5 percent), total employment (40.0 percent), labor force (37.1 percent), as well as the location of growth which contributes to the length of trips (average vehicle trip lengths for commute trips are expected to increase from an average of 10.0 miles per trip in 1998 to 11.5 miles per trip by 2025, a 14.9 percent increase). In addition, growth in household auto ownership is predicted to increase by 28.2 percent. Thus, demographic forces primarily account for additional VMT. Implementation of the RTP would not cause significant additional vehicle activity. Rather, the 2001 RTP includes programs and projects to reduce growth in VMT that is otherwise expected to occur.

15-B MTC has gone to great lengths to solicit public input on the 2001 RTP and the Draft EIR through extensive consultation and public outreach efforts (see, e.g., MTC *Public Outreach & Involvement Program – Phase 1 Summary Report*, June 2001; MTC *Public Outreach Notebook*, April 2000 (incorporated by reference herein pursuant to CEQA Guidelines section 15150 and Public Resources Code section 21092). For example, in September and October 2001, MTC held eight public meetings in locations around the region to present the RTP and to receive comments from interested citizens. These meetings were in addition to the 29 workshops conducted in the spring prior to the release of the Draft RTP. MTC also conducted an online survey and received comments on the Draft RTP via e-mail. Moreover, MTC held a formal public hearing at the September 26, 2001, Commission meeting.

A 49-day public review period for the Draft EIR was provided in compliance with CEQA, and the document was made available in libraries located throughout the nine-county region and at the MTC-ABAG Library in Oakland. Notice of availability of the Draft EIR was published in major newspapers throughout the nine-county region and posted at the offices of the county recorder for each of these counties. In addition, this notice was posted on MTC's website at http://www.mtc.ca.gov, and was sent to over 400 persons, organizations, and public agencies throughout the region. Furthermore, this document responds to all comments received on the Draft EIR, including those such as the instant letter that were received after the close of the public comment period. (CEQA Guidelines, § 15088.) MTC's process has fully complied with, and exceeded by far, the public review requirements of CEQA. (See CEQA Guidelines, § 15087; see also *id.*, §§ 15085, 15105.)

15-C Implementation of the RTP would not cause significant additional vehicle activity. Rather, the 2001 RTP includes programs and projects to reduce growth in VMT that is otherwise expected to occur. Please see the responses to comments 4-D, 8-U, and 8-Z.

15-D Ozone problems are regional in nature and have been evaluated in detail in the *Revised 2001 San Francisco Bay Area Ozone Attainment Plan for the 1-Hour National Ozone Standard* prepared by ABAG, BAAQMD, and MTC. (See also *Draft 2001 Regional Transportation Plan for the San Francisco Bay Area* (August 2001), p. 182.) The Plan is a regional strategy to further reduce air pollution emissions that cause violations of the federal ozone standard set by the Environmental Protection Agency to protect public health. The Plan contains stronger industrial,

mobile source, and transportation control measures, and was prepared based on extensive public input, including six community meetings in the month of August 2001. Implementation of the Plan will result in more than a 20 percent reduction in both volatile organic compounds and oxides of nitrogen—the main "ingredients" in ground level ozone—by the year 2006.

The highest ozone concentrations have been experienced in inland valleys and for a few hours over a few days. The highest ozone readings are typically recorded in Concord and Livermore, which do not have disproportionately large minority populations. Please also refer to the responses to comments 4-B, 4-D, 8-U, and 8-Z.

15-E This comment requests funding for LifeLine Transit in the 2001 RTP and concerns the substance of the RTP itself, not the Draft EIR which provides environmental review of that plan. The comment does not raise environmental issues under CEQA. A response to this comment on the RTP is provided separately. See Appendix F.

15-F This comment pertains to transit fare increases in the 2001 RTP and concerns the substance of the RTP itself, not the Draft EIR which provides environmental review of that plan. The comment does not raise environmental issues under CEQA. A response to this comment on the RTP is provided separately. See Appendix F. Please also refer to the response to comment 8-G regarding MTC's compliance with public participation requirements.

15-G This comment requests funding for subsidized student bus passes for lower-income students in the 2001 RTP and concerns the substance of the RTP itself, not the Draft EIR which provides environmental review of that plan. The comment does not raise environmental issues under CEQA. A response to this comment on the RTP is provided separately. See Appendix F.

15-H This comment requests funding for a bicycle and pedestrian access and safety program in the 2001 RTP and concerns the substance of the RTP itself, not the Draft EIR which provides environmental review of that plan. The comment does not raise environmental issues under CEQA. A response to this comment on the RTP is provided separately. See Appendix F.

Ashley Nguyen - BTBC Regional Transportation Plan Comments

16

From: Jason Meggs <jmeggs@bikethebridge.org>
To: <anguyen@mtc.ca.gov>
Date: 10/3/2001 6:23 PM
Subject: BTBC Regional Transportation Plan Comments
CC: SF Bay Area Bridge Access <ba-bridge-access@topica.com>, Rebecca Kaplan <rebecca@transcoalition.org>, Debbie Hubsmith <debhub@sfbike.org>

P.O. Box 15071
Berkeley, CA 94712-6071
October 3, 2001

RE: BTBC RTP DEIR COMMENTS

Chair Brown and Commissioners:

Thank you for the opportunity to comment on the Regional Transporation Plan and its Draft EIR.

The Bike the Bridge! Coalition is interested in the implementation of adequate, demand-dynamic bicycle shuttles along transbay corridors.

We believe that such shuttles would be very successful, and have repeatedly demonstrated their potential. Such shuttles can also alleviate pressures on other service providers and would certainly greatly encourage trip conversion from private motorcar commutes to bicycle commutes.

At present, the primary such shuttle is a van with a 14-bicycle trailer operated by Caltrans between the MacArthur BART and the Transbay Terminal. This shuttle has in the past turned riders away even with a backup shuttle and four tow trucks (more than 36 bicyclists for a standard 14 bicycle capacity). The true upper limit ridership potential for this service has not yet been seen. The potential for success at other BART locations, particularly during the "bicycle blackout" commute hours, is also very high.

This type of bicycle shuttle service must be orchestrated in an adaptable and expandable manner, which we are calling "demand-dynamic", or DDBS (Demand-Dynamic Bicycle Shuttles). As demand increases, the service should expand to meet the demand, thereby retaining reliability and capturing new ridership.

16-A

Whenever the existing service has been suddenly cut or interrupted, the potential to retain and expand has been seriously diminished. Numerous riders have given up on the shuttle at those times in exasperation, and explicitly have returned to single-occupancy vehicle commutes. Yet the existing shuttle service remains at or above capacity during peak hours in the peak direction.

Please include implementation of DDBS service as a goal of the RTP.

Please study it as a part of the DEIR.

We know there may be misconceptions and misinformation regarding the feasibility and success of such a service. Caltrans spokespeople have been known to respond to the issue of the shuttle being overfull and bumping riders with the claim that the shuttle is often empty. We would like the opportunity to respond to such misinformation and to help demonstrate the true demand potential of a DDBS implementation.

We also know that Caltrans has balked or failed to provide true cost figures for such shuttles in the past. We can help do the sleuthing necessary to illustrate the true cost of equipment and operations. Perhaps another service provider such as AC Transit would be more ideal for implementing this network of DDB shuttles.

We concur with the Marin County Bicycle Coalition's request that the MTC give an incentive to get people out of their cars. With MTC's funding commitment, which would include Demand-Dynamic Bicycle Shuttles as one

small component, we also believe the Bay Area can increase the bicycling mode share in the Bay Area from at least 1% to 10% over the next 25 years. This would also increase transit ridership and the pedestrian modeshare.

The MTC has a responsibility to use its powers of planning to improve quality of life, health, and to give people the freedom and means to escape congestion, danger and pollution. Please commit fair funding to alternative transportation and aggressively put those facilities, policies and services in place that will allow people to truly and practicably enjoy making those beneficial mode switches. Please truly make that vision a high priority.

Sincerely,

Jason Meggs
East Bay Coordinator
Bike the Bridge! Coalition

PG: (510) 720-2818
FX: (510) 486-1528
WK: (510) 643-6768

LETTER 16 BIKE THE BRIDGE COALITION, OCTOBER 3, 2001

16-A This comment requests the inclusion of demand-dynamic bicycle shuttles in the 2001 RTP and concerns the substance of the RTP itself, not the Draft EIR which provides environmental review of that plan. The comment does not raise environmental issues under CEQA. A response to this comment on the RTP is provided separately. See Appendix F.

Ashley Nguyen - Comments on RTP for EIR review

From: "Debbie Hubsmith" <debhub@igc.org>
To: <anguyen@mtc.ca.gov>
Date: 10/3/2001 8:27 PM
Subject: Comments on RTP for EIR review

17

October 3, 2001

Metropolitan Transportation Commission
c/o Steve Heminger, Executive Director
101 Eighth Street
Oakland, CA 94607-4700

Re: Comments on Regional Transportation Plan for EIR review
Full Funding is Needed for the Regional Bicycle Plan

Dear Chair Brown and Commissioners:

The Marin County Bicycle Coalition thanks you for the opportunity to comment on the 2001 Regional Transportation Plan for the San Francisco Bay Area. This document, which will guide the expenditure of $81.6 billion over the next 25 years will have a profound impact on our transportation choices, traffic congestion, air quality, and quality of life.

The basic problem with the RTP is that it will not enable Bay Area residents to transport themselves more easily in 25 years. In fact, with population growth, it will become even more difficult to get around. The Blueprint which MTC developed recently states that traffic congestion in the Bay Area will increase 249% in the next 20 years, even if MTC funds all of the improvements that are indicated for Track I in the RTP. This is simply not acceptable.

In addition to traffic congestion getting much worse, the Bay Area is already stuck in gridlock, our region is not conforming to air quality standards, and the mode-share and vehicle miles traveled predictions for 2025 still reflect an increase in the use of the automobile. Clearly the Bay Area is in a transportation crisis which is about to escalate.

17-A

The Marin County Bicycle Coalition is asking the Metropolitan Transportation Commission to take immediate action to amend the draft RTP to provide additional funding for bicycle and pedestrian infrastructure projects. We thank MTC for developing a Regional Bicycle Plan as part of the RTP. This is a very positive step forward. At the same time, we are concerned that currently, funding for bicycle projects represents less than ½ of 1% of the overall funding in the RTP. To get people out of their cars, MTC must begin investing in building bicycle and pedestrian routes, particularly those routes that provide "Safe Routes to Transit." Fully funding the Regional Bicycle Plan is a low-cost initiative that will provide a high rate of return for MTC in terms of improving air quality and decreasing traffic congestion.

The Marin County Bicycle Coalition asks MTC to amend the RTP to reflect the following:

1. COMMIT TO FUNDING FOR BICYCLE INFRASTRUCTURE: The RTP should include $1.6 billion in funding for bicycle projects over the life of the plan. The funding should be implemented as follows. There is $460 million currently allocated in the RTP for bicycle projects. We recommend that an additional 2% of the discretionary funding ($150 million) be available immediately through the RTP. MTC should then make a commitment in the RTP that

the balance of the $1.6 billion (approximately $1 billion) be made available for bicycle infrastructure through future funding coming to the region. We recommend that the $1 billion be funded through the ACA4 gas tax funds which are expected to come to MTC next year, in an amount of over $6 billion. The MCBC further recommends that "Safe Routes to Transit" projects receive first priority in funding, and that these projects be implemented immediately. In Marin County, these projects are a sub-set of the North-South Bicycle Freeway, including: the Cal Park Tunnel (connecting to Larkspur Ferry Terminal), the restoration of the trestle (or a new bridge) over Corte Madera Creek and East Sir Francis Drake (connecting to the Larkspur Ferry Terminal), and the Alto Tunnel (connecting to the Tam Junction transit hub.

2. CLEARLY MAKE THE COMMITMENT THAT THE RBP WILL BE PART OF THE RTP: The Regional Bicycle Plan currently under development needs to be folded into the RTP as one of its components, and be fully funded, per the above, over the life of the RTP.

3. ADOPT THE CALTRANS DD-64 POLICIES AND THE POLICIES OF THE GOOD ROADS BILL: The principles embodied in the "Good Roads" bill, that passed the legislature last year, need to be part of the RTP. These principles of "routine accommodation" for bicycle facilities as part of all road construction and reconstruction projects are backed-up by the February 2000 document created by the US DOT, and the Caltrans Deputy Directive 64, which was released in February of 2001. The MCBC recommends that as part of authorization for all construction and reconstruction projects that MTC requires a jurisdiction to complete a form stating how they evaluated the potential for bicycle and pedestrian facilities as part of the road project, and what facilities they will be incorporating. We also ask that the Regional Bicycle Plan and the RTP fully recognize the federal AASHTO and FHWA design standards and traffic mitigation measures as related to bicycle and pedestrian use. Furthermore, for all new or redesigned transit stations, Safe Routes to Transit and bicycle parking should be made as conditions as approval. In Marin County, the SMART "Rail-with-Trail" project falls into this category. We also urge the MTC to pay special attention to the future port locations for the Water Transit Authority, and to ensure that good bicycle parking and bicycle and pedestrian access be provided.

The Metropolitan Transportation Commission has the power to develop a vision for a transportation system in the Bay Area that truly works. This vision must include full funding for MTC's Regional Bicycle Plan (including the Bay Trail) and new standards that will make bicycle and pedestrian projects a part of all transportation projects. We will astronomically increase the mode share for bicycling when MTC provides the funds for local jurisdictions to develop safe routes, especially those non-motorized routes that connect to transit stations.

The Marin County Bicycle Coalition looks forward to working with you to dramatically increase the bicycling and pedestrian mode shares. While only about 1% of trips in the Bay Area are made by bicycle, cities in The Netherlands boast up to 50% of the mode share by bicycling. By prioritizing funding for bicycle and pedestrian projects that provide "Safe Routes to Transit," MTC will be providing real transportation choices that give an incentive to get people out of their cars. With MTC's funding commitment, we could increase the bicycling mode share in the Bay Area from 1% to 10% over the next 25 years. This would also increase transit ridership.

Thank you for your careful consideration of this proposal. We look forward to discussing this further, and to creating 21st century transportation solutions. Please contact me at (415) 456-3469.

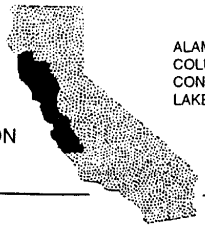
Sincerely,

Debbie Hubsmith
Executive Director

LETTER 17 MARIN COUNTY BICYCLE COALITION, OCTOBER 3, 2001

17-A This comment requests the funding for bicycle and pedestrian infrastructure projects in the 2001 RTP and concerns the substance of the RTP itself, not the Draft EIR which provides environmental review of that plan. The comment does not raise environmental issues under CEQA. A response to this comment on the RTP is provided separately. See Appendix F.

CALIFORNIA HISTORICAL RESOURCES INFORMATION SYSTEM



ALAMEDA
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MARIN
MENDOCINO
MONTEREY
NAPA
SAN BENITO
SAN FRANCISCO
SAN MATEO
SANTA CLARA
SANTA CRUZ
SOLANO
SONOMA
YOLO

Northwest Information Center
Sonoma State University
1303 Maurice Avenue
Rohnert Park, California 94928-3609
Tel: 707.664.2494 • Fax: 707.664.3947
E-mail: nwic@sonoma.edu

20 September 2001

File # 01-MC-75E

Mr. Joseph P. Bort MetroCenter
MTC Public Information Office
101 Eighth Street
Oakland, CA. 94607

18

re: Overview of Draft 2001 Regional Transportation Plan (RTP) for San Francisco Bay Region

Dear Mr. Bort;

Thank you for the opportunity to review the overview of the 2001 regional transportation plan for the San Francisco Bay area Draft/August 2001. We examined the above-referenced document and due to the high to moderate sensitivity of the areas being considered this office is recommending a project by project evaluation.

18-A

We appreciate you continued concern for protecting our historical heritage.

Sincerely,

K. Thorne for
Leigh Jordan, M.A.
Coordinator

LETTER 18 NORTHWEST INFORMATION CENTER, SEPTEMBER 20, 2001

18-A Comment noted. MTC acknowledges the assistance provided by Northwest Information Center staff in the preparation of the cultural resources impact analysis of the Draft EIR for the 2001 RTP. As stated in the Draft EIR, MTC requires project sponsors to comply with CEQA and/or NEPA prior to project approval by MTC.

5 Revised Project Listing for the 2001 RTP and Alternatives

Section 5:
Revised Project Listing for 2001 RTP and Alternatives

County	*Investment Type*	*RTPID*	*Project/Program*	*2001 RTP (Project)*	*No Project (Alt. 1)*	*System Mgt (Alt. 2)*	*Blueprint 1 (Alt. 3)*	*Blueprint 2 (Alt. 4)*
Alameda County-wide								
Alameda	Committed	21461	Local transportation improvements (includes streets and roads, transit, bicycle and pedestrian, and other improvements)	☑	☑	☑	☑	☑
Alameda	Committed	21464	Paratransit for AC Transit, BART, non-mandated city programs, service gap coordination	☑	☑	☑	☑	☑
Alameda	Committed	21465	Transit enhancements funded by transit center development Funds	☑	☑	☑	☑	☑
Alameda	Committed	21468	Transit operations - AC Transit, Welfare to Work, Alameda ferries, Altamont Commuter Express (ACE), Union City Transit, Livermore Amador Valley Transit Authority, and countywide express bus	☑	☑	☑	☑	☑
Alameda	Committed	21854	Non-pavement maintenance (sidewalk, lighting, drainage, landscaping, etc.) (committed revenues shown)	☑	☑	☑	☑	☑
Alameda	Committed	21863	Local bridge maintenance (committed revenues shown)	☑	☑	☑	☑	☑
Alameda	Committed	21992	AC Transit bus corridor improvements	☑	☑	☑	☑	☑
Alameda	Committed	94027	Bicycle and pedestrian projects	☑	☑	☑	☑	☑
Alameda	Committed	94522	Local streets and roads pavement maintenance (committed revenues shown)	☑	☑	☑	☑	☑

County	*Investment Type*	*RTPID*	*Project/Program*	*2001 RTP (Project)*	*No Project (Alt. 1)*	*System Mgt (Alt. 2)*	*Blueprint 1 (Alt. 3)*	*Blueprint 2 (Alt. 4)*
Alameda	Committed	94525	BART (Alameda County share based on population) - transit operating and capital improvement program (including replacement, rehabilitation and minor enhancements, equipment, fixed facilities and other capital assets; does not include expansion except BART to SFO extension).	☑	☑	☑	☑	☑
Alameda	Committed	94526	AC Transit (Alameda County share based on population) - transit operating and capital improvement program (including replacement, rehabilitation and minor enhancements for rolling stock, equipment, fixed facilities and other capital assets; does not include system expansion).	☑	☑	☑	☑	☑
Alameda	Committed	94527	Livermore Amador Valley Transit Authority (LAVTA) - transit operating and capital improvement program (including replacement, rehabilitation and minor enhancements for rolling stock, equipment, fixed facilities and other capital assets; does not include system expansion)	☑	☑	☑	☑	☑
Alameda	Committed	94528	Union City Transit - transit operating and capital improvement program (including replacement, rehabilitation and minor enhancements for rolling stock, equipment, fixed facilities and other capital assets; does not include system expansion).	☑	☑	☑	☑	☑
Alameda	Committed	98628	BART Advanced Automatic Train Control System (county share)	☑	☑	☑	☑	☑
Alameda	Track 1	21128	Pedestrian maintenance and safety improvements in northern Alameda County	☑	☐	☑	☑	☑
Alameda	Track 1	21129	BART automatic fare collection equipment expansion	☑	☐	☑	☑	☑
Alameda	Track 1	21135	Major corridor enhancements in northern Alameda County	☑	☐	☑	☑	☑

County	*Investment Type*	*RTPID*	*Project/Program*	*2001 RTP (Project)*	*No Project (Alt. 1)*	*System Mgt (Alt. 2)*	*Blueprint 1 (Alt. 3)*	*Blueprint 2 (Alt. 4)*
Alameda	Track 1	21137	Bus acquisition for transbay, express, subscription or local service	☑	☐	☑	☑	☑
Alameda	Track 1	21141	Downtown Oakland intermodal transit center, focuses on streetscape improvements on Broadway	☑	☐	☑	☑	☑
Alameda	Track 1	21145	Corridor Management Program: signal interconnect, transit priority, SMART corridors, and other improvements	☑	☐	☑	☑	☑
Alameda	Track 1	21146	Express bus program (capital costs)	☑	☐	☑	☑	☑
Alameda	Track 1	21147	Ferry capital expansion and terminal improvements/relocation	☑	☐	☑	☑	☑
Alameda	Track 1	21148	Bicycle and pedestrian overcrossing access improvements in northern Alameda County	☑	☐	☑	☑	☑
Alameda	Track 1	94001	Metropolitan Transportation System (MTS) streets and roads pavement rehabilitation shortfall (see Committed projects)	☑	☐	☑	☑	☑
Alameda	Track 1	94002	Non-MTS streets and roads pavement rehabilitation shortfall (see Committed projects)	☑	☐	☑	☑	☑
Alameda	Track 1	94003	BART capital replacement program shortfall (see Committed projects - excludes seismic program)	☑	☐	☑	☑	☑
Alameda	Track 1	94004	AC Transit capital program shortfall (see Committed projects)	☑	☐	☑	☑	☑
Alameda	Track 1	98208	Soundwalls	☑	☐	☑	☑	☑
Alameda	Track 1	98549	Transportation for Livable Communities - county program	☑	☐	☑	☑	☑
Alameda	Track 1	98558	Surface Transportation Program planning funds for the county	☑	☐	☑	☑	☑

County	Investment Type	RTPID	Project/Program	2001 RTP (Project)	No Project (Alt. 1)	System Mgt (Alt. 2)	Blueprint 1 (Alt. 3)	Blueprint 2 (Alt. 4)
Contra Costa County-wide								
Contra Costa	Committed	21855	Non-pavement maintenance (sidewalk, drainage, landscaping, ect. - committed revenues shown)	☑	☑	☑	☑	☑
Contra Costa	Committed	21864	Local bridge maintenance (committed revenues shown)	☑	☑	☑	☑	☑
Contra Costa	Committed	94049	Bicycle and pedestrian projects	☑	☑	☑	☑	☑
Contra Costa	Committed	94553	Local streets and roads pavement maintenance (committed revenues shown)	☑	☑	☑	☑	☑
Contra Costa	Committed	94556	BART (Contra Costa County share) - transit operating and capital improvement program (including replacement, rehabilitation, and minor enhancements, equipment, fixed facilities and other capital assets; does not include expansion except BART to SFO extension)	☑	☑	☑	☑	☑
Contra Costa	Committed	94557	AC Transit (Contra Costa County) - transit operating and capital improvement program (including replacement, rehabilitation, and minor enhancements for rolling stock, equipment, fixed facilities and other capital assets; does not include system expansion).	☑	☑	☑	☑	☑
Contra Costa	Committed	94558	Central Contra Costa Transit Authority (CCCTA) - transit operating and capital improvement program (including replacement, rehabilitation, and minor enhancements for rolling stock, equipment, fixed facilities and other capital assets; does not include system expansion)	☑	☑	☑	☑	☑

County	*Investment Type*	*RTPID*	*Project/Program*	*2001 RTP (Project)*	*No Project (Alt. 1)*	*System Mgt (Alt. 2)*	*Blueprint 1 (Alt. 3)*	*Blueprint 2 (Alt. 4)*
Contra Costa	Committed	94559	WestCAT and Tri Delta - transit operating and capital improvement program (including replacement, rehabilitation, and minor enhancements for rolling stock, equipment, fixed facilities and other capital assets; does not include system expansion)	☑	☑	☑	☑	☑
Contra Costa	Committed	94561	Transit service for elderly and disabled riders	☑	☑	☑	☑	☑
Contra Costa	Committed	94562	Local street maintenance and improvements; carpools, vanpools, and park and ride lots	☑	☑	☑	☑	☑
Contra Costa	Committed	98629	BART Advanced Automatic Train Control System (county share)	☑	☑	☑	☑	☑
Contra Costa	Track 1	21201	BART system operations and capacity improvements (Eastshore-North, Diablo and Delta corridors)	☑	☐	☑	☑	☑
Contra Costa	Track 1	21202	Bicycle and pedestrian projects	☑	☐	☑	☑	☑
Contra Costa	Track 1	21203	Express bus acquisition for commuter bus service	☑	☐	☑	☑	☑
Contra Costa	Track 1	21204	Ancillary park and ride, transit access, express bus enhancements - capital facilities	☑	☐	☑	☑	☑
Contra Costa	Track 1	94036	Metropolitan Transportation System (MTS) streets and roads pavement rehabilitation shortfall (see Committed projects)	☑	☐	☑	☑	☑
Contra Costa	Track 1	94037	Non-MTS streets and roads pavement rehabilitation shortfall (see Committed projects)	☑	☐	☑	☑	☑
Contra Costa	Track 1	94038	AC Transit capital program shortfall (see Committed projects)	☑	☐	☑	☑	☑
Contra Costa	Track 1	94040	BART capital program shortfall (see Committed projects - excludes seismic program)	☑	☐	☑	☑	☑

County	Investment Type	RTPID	Project/Program	2001 RTP (Project)	No Project (Alt. 1)	System Mgt (Alt. 2)	Blueprint 1 (Alt. 3)	Blueprint 2 (Alt. 4)
Contra Costa	Track 1	98550	Transportation for Livable Communities - county program	☑	☐	☑	☑	☑
Contra Costa	Track 1	98559	Surface Transportation Program (STP) planning funds for the county	☑	☐	☑	☑	☑
Delta								
Alameda	Track 1	21139	Vasco Road safety improvements (Alameda County portion only)	☑	☐	☑	☑	☑
Contra Costa	Blueprint	21034	Route 4 Brentwood Bypass improved to full 4 lane freeway from Route 160 to Walnut Boulevard south of Brentwood	☐	☐	☐	☑	☑
Contra Costa	Blueprint	21079	Widen Route 4 to 6 lanes from I-680 to Route 242 with new I-680 interchange	☐	☐	☐	☑	☑
Contra Costa	Blueprint	21080	Various Route 4 interchange improvements: Hillcrest Avenue, Contra Loma, and others	☐	☐	☐	☑	☑
Contra Costa	Blueprint	21970	eBart on Route 4 using railroad tracks from Brentwood to North Concord	☐	☐	☐	☑	☑
Contra Costa	Blueprint 2	21033	Widen Route 4 to 8 lanes (two new HOV) between Route 242 and I-680	☐	☐	☐	☐	☑
Contra Costa	Blueprint 2	21035	Widen Vasco Road to 4 lanes from Route 4 Bypass to I-580 in Livermore	☐	☐	☐	☐	☑
Contra Costa	Blueprint 2	21055	BART to Antioch (2 stations extension)	☐	☐	☐	☐	☑
Contra Costa	Blueprint 2	21219	Tracy-Brentwood Expressway: Expressway on new alignment around Byron	☐	☐	☐	☐	☑
Contra Costa	Committed	21213	Pittsburg/Bay Point BART Station parking & lighting improvements (400 new spaces)	☑	☑	☑	☑	☑
Contra Costa	Committed	21214	Widen Wilbur Avenue from 2 lanes to 4 lanes from Burlington Northern Santa Fe Railroad to Route 160	☑	☑	☑	☑	☑

County	Investment Type	RTPID	Project/Program	2001 RTP (Project)	No Project (Alt. 1)	System Mgt (Alt. 2)	Blueprint 1 (Alt. 3)	Blueprint 2 (Alt. 4)
Contra Costa	Committed	21215	Widen Lone Tree Way to 6 lanes from Route 4 Bypass to Fairview Avenue in Brentwood	☑	☑	☑	☑	☑
Contra Costa	Committed	21216	Extend Laurel Road from Route 4 Bypass to Laurel Road East	☑	☑	☑	☑	☑
Contra Costa	Committed	21440	Regional Express Bus Program: Brentwood to Pittsburg/Bay Point BART station	☑	☑	☑	☑	☑
Contra Costa	Committed	21445	Regional Express Bus Program: Route 4/Del Norte BARTstation to Martinez Intermodal Station	☑	☑	☑	☑	☑
Contra Costa	Committed	94531	Widen Route 4 to 6 mixed flow lanes and 2 HOV lanes from Bailey Road to Railroad Avenue and restripe from Route 242 to Bailey Avenue for HOV lanes	☑	☑	☑	☑	☑
Contra Costa	Committed	94538	Route 4 transportation management system	☑	☑	☑	☑	☑
Contra Costa	Committed	96022	Route 4 Bypass, Phase 1: construct a 4-lane facility from Route 4 to Lone Tree Way and a 2-lane facility from Lone Tree Way to Walnut Boulevard, upgrade Marsh Creek Road and construct a partial freeway-to-freeway interchange one mile east of Hillcrest Avenue on Route 4 and partial interchange at Lone Tree Way	☑	☑	☑	☑	☑
Contra Costa	Committed	98104	Route 4/Railroad Avenue and Loveridge Road interchange improvements and highway widening from Railroad Avenue to Hillcrest Avenue (6 mixed flow lanes and 2 HOV lanes between Railroad Avenue and Loveridge Road)	☑	☑	☑	☑	☑
Contra Costa	Committed	98115	Widen Ygnacio Valley/Kirker Pass Roads from 4 lanes to 6 lanes from Michigan Boulevard to Cowell Road	☑	☑	☑	☑	☑
Contra Costa	Committed	98190	Widen Route 4 to a 4-lane expressway from I 80 to Cummings Skyway (Phase 1)	☑	☑	☑	☑	☑

County	Investment Type	RTPID	Project/Program	2001 RTP (Project)	No Project (Alt. 1)	System Mgt (Alt. 2)	Blueprint 1 (Alt. 3)	Blueprint 2 (Alt. 4)
Contra Costa	Committed	98193	Extend Panoramic Drive from North Concord BART station to Willow Pass Road	☑	☑	☑	☑	☑
Contra Costa	Committed	98220	Route 4 Bypass, Segment 1: complete interchanges at Laurel Road and Lone Tree Way	☑	☑	☑	☑	☑
Contra Costa	Committed	98221	Route 4 Bypass, Segment 2: widen to 4 lanes from Lone Tree Way to Balfour Road	☑	☑	☑	☑	☑
Contra Costa	System Management	21077	Ramp metering on Route 4 from Route 242 to Antioch Bridge	☐	☐	☑	☐	☐
Contra Costa	Track 1	21211	BART/East Contra Costa Rail Extension (right-of-way acquisition)	☑	☐	☑	☑	☑
Contra Costa	Track 1	21212	Widen eastbound Hillcrest Avenue offramp from 1 lane to 2 lanes and add a Route 4 eastbound auxiliary lane in Antioch	☑	☐	☑	☑	☑
Contra Costa	Track 1	94046	Non-capacity increasing improvements to interchanges and parallel arterials to Route 4	☑	☐	☑	☑	☑
Contra Costa	Track 1	94050	Upgrade Route 4 to full freeway from I-80 to Cummings Skyway (Phase 2)	☑	☐	☑	☑	☑
Contra Costa	Track 1	98142	Widen Route 4 from 4 lanes to 8 lanes from Loveridge Road to Somersville Road with HOV lanes	☑	☐	☑	☑	☑
Contra Costa	Track 1	98198	Vasco Road safety improvements (includes Alameda County portion)	☑	☐	☑	☑	☑
Contra Costa	Track 1	98222	Route 4 Bypass, Segment 1: Route 160 freeway-to-freeway connectors to and from the north	☑	☐	☑	☑	☑
Contra Costa	Track 1	98999	Widen Route 4 from 4 lanes to 6 lanes from Somersville Road to Route 160 with reversible HOV lane in median (interim project)	☑	☐	☑	☑	☑

County	Investment Type	RTPID	Project/Program	2001 RTP (Project)	No Project (Alt. 1)	System Mgt (Alt. 2)	Blueprint 1 (Alt. 3)	Blueprint 2 (Alt. 4)
Diablo								
Bay Area Region	Committed	94541	New Benicia-Martinez Bridge: construct new bridge span east of existing span (four mixed flow lanes and one slow-vehicle lane). Includes new toll plaza and upgrades to I-680/I-780 interchange and I-680/Marina Vista Road interchange, and reconstruction of the existing bridge for 4 mixed-flow lanes and bicycle and pedestrian lane.	☑	☑	☑	☑	☑
Contra Costa	Blueprint	21036	Selected additional I-680 auxiliary lanes south of I-680/24 interchange	☐	☐	☐	☑	☑
Contra Costa	Blueprint	21037	Widen I-680 to 6 lanes (all mixed flow) north of Benicia Bridge	☐	☐	☐	☑	☑
Contra Costa	Blueprint	21038	Increase I-680/Route 4 interchange capacity and HOV-to-HOV connectors between Route 4 and I-680 (westbound Route 4 to southbound I-680)	☐	☐	☐	☑	☑
Contra Costa	Committed	21434	Regional Express Bus Program: I-680/Martinez to San Ramon	☑	☑	☑	☑	☑
Contra Costa	Committed	94054	Martinez Intermodal Terminal Facility (Phases 1 and 2); includes construction of a new passenger rail station, bus facilities and parking	☑	☑	☑	☑	☑
Contra Costa	Committed	94532	Gateway Lamorinda traffic program	☑	☑	☑	☑	☑
Contra Costa	Committed	98127	I-680/Alcosta Boulevard interchange improvements	☑	☑	☑	☑	☑
Contra Costa	Committed	98132	Widen and extend Bollinger Canyon Road (6 lanes) from Alcosta Boulevard to Dougherty Road	☑	☑	☑	☑	☑
Contra Costa	Committed	98134	Widen Dougherty Road to 6 lanes from Red Willow to Contra Costa County line	☑	☑	☑	☑	☑

County	Investment Type	RTPID	Project/Program	2001 RTP (Project)	No Project (Alt. 1)	System Mgt (Alt. 2)	Blueprint 1 (Alt. 3)	Blueprint 2 (Alt. 4)
Contra Costa	Committed	98135	Construct Windermere Parkway: 4 lanes from Bollinger Canyon Road extension to East Branch	☑	☑	☑	☑	☑
Contra Costa	Committed	98136	Construct East Branch: 4 lanes from Bollinger Canyon Road extension to Camino Tassajara	☑	☑	☑	☑	☑
Contra Costa	System Management	21081	Reversible HOV on I-680 North between Benicia Bridge and I-80	☐	☐	☑	☐	☐
Contra Costa	System Management	21082	Extend I-680 HOV lane in San Ramon south to connect to HOV lane starting at Route 84 in Sunol	☐	☐	☑	☐	☐
Contra Costa	System Management	21083	Ramp metering on Route 242 and I-680 from Route 4 to I-580 interchange in Dublin/Pleasanton	☐	☐	☑	☐	☐
Contra Costa	System Management	21084	Route 24 reverse peak HOV lanes at approaches to Caldecott Tunnel (does not include a new fourth bore)	☐	☐	☑	☐	☐
Contra Costa	Track 1	21205	I-680/Route 4 interchange freeway-to-freeway direct connectors (Phases 1 and 2): eastbound Route 4 to southbound I-680, and northbound I- 680 to westbound Route 4	☑	☐	☑	☑	☑
Contra Costa	Track 1	21206	Caldecott Tunnel fourth bore	☑	☐	☐	☑	☑
Contra Costa	Track 1	21207	Martinez Intermodal Terminal Facility (Phase 3 initial segment): 200 interim parking spaces (includes site acquisition, demolition and construction)	☑	☐	☑	☑	☑
Contra Costa	Track 1	94051	I-680 auxiliary lane from Bollinger Canyon Road to Diablo Road in San Ramon and Danville	☑	☐	☑	☑	☑

County	Investment Type	RTPID	Project/Program	2001 RTP (Project)	No Project (Alt. 1)	System Mgt (Alt. 2)	Blueprint 1 (Alt. 3)	Blueprint 2 (Alt. 4)
Contra Costa	Track 1	94052	I-680 HOV lanes from Marina Vista interchange to North Main Street (southbound) and from SR 242 northbound to the Marina Vista interchange	☑	☐	☑	☑	☑
Contra Costa	Track 1	98126	Non-capacity increasing improvements to interchanges and parallel arterials to I-680 and Route 24	☑	☐	☑	☑	☑
Contra Costa	Track 1	98130	Widen Alhambra Avenue from Route 4 to McAlvey Drive (Phases 2 and 3)	☑	☐	☑	☑	☑
Contra Costa	Track 1	98133	Widen Pacheco Boulevard from 2 lanes to 4 lanes from Blum Road to Arthur Road	☑	☐	☑	☑	☑
Contra Costa	Track 1	98194	Extend Commerce Avenue to Willow Pass Road	☑	☐	☑	☑	☑
Contra Costa	Track 1	98196	Route 24 eastbound auxiliary lanes from Gateway Boulevard to Brookwood Road/Moraga Way in Orinda	☑	☐	☑	☑	☑
Solano	Blueprint	21808	I-80/I-680/Route 12 interchange (Phase 3): widen I-80 by 2 lanes in each direction (1 mixed flow and 1 HOV lane) between I-680 and Route 12 West	☐	☐	☐	☑	☑
Solano	Committed	21435	Regional Express Bus Program: I-80 and I-680/Solano County to Walnut Creek BART Station	☑	☑	☑	☑	☑
Solano	Committed	21443	Regional Express Bus Program: I-680 and I-780/Solano County to Walnut Creek BART Station	☑	☑	☑	☑	☑
Solano	Committed	94150	I-80/I-680/Route 12 interchange improvements; includes connectors and auxiliary lanes between Green Valley Road and Cordelia truck weigh station (Phase 1)	☑	☑	☑	☑	☑
Solano	Track 1	21807	I-80/I-680/Route 12 interchange improvements (Phase 2)	☑	☐	☑	☑	☑

County	Investment Type	RTPID	Project/Program	2001 RTP (Project)	No Project (Alt. 1)	System Mgt (Alt. 2)	Blueprint 1 (Alt. 3)	Blueprint 2 (Alt. 4)
Solano	Track 1	98100	Additional express bus service on I-680 (capital costs)	☑	☐	☑	☑	☑
Eastshore-North								
Alameda	Blueprint 2	21054	Light rail on San Pablo Avenue	☐	☐	☐	☐	☑
Alameda	Committed	21479	Extend Horton Street between 53rd Street and Haruff (under Powell Street Bridge) in Emeryville	☑	☑	☑	☑	☑
Alameda	Committed	94008	I-80 bicycle and pedestrian overcrossing in Berkeley	☑	☑	☑	☑	☑
Alameda	Committed	94021	Extend Mandela Parkway in Oakland; completes freeway congestion reliever route	☑	☑	☑	☑	☑
Alameda	Committed	98153	Reconstruct MacArthur Boulevard on ramp to restore access to eastbound I-80 and westbound I-580	☑	☑	☑	☑	☑
Alameda	Committed	98188	San Pablo Avenue Smart Corridor (Phase 2)	☑	☑	☑	☑	☑
Alameda	System Management	21074	Reversible (movable barrier) to create a new I-80 southbound A.M. HOV lane by taking the underutilized northbound HOV lane (from I-80/580/980 interchange to I-580/80 interchange)	☐	☐	☑	☐	☐
Alameda	System Management	21448	Blueprint Express Bus Program: I-80/Alameda County	☐	☐	☑	☐	☐
Alameda	System Management	21964	AC Transit Rapid Bus Transit (RBT) along East 14th Street corridor	☐	☐	☑	☐	☐
Alameda	Track 1	21119	Extend Mandela Parkway (involves widening existing Yerba Buena Avenue from Horton Street to Hollis Street, and includes channelization and traffic signal improvements)	☑	☐	☑	☑	☑

County	Investment Type	RTPID	Project/Program	2001 RTP (Project)	No Project (Alt. 1)	System Mgt (Alt. 2)	Blueprint 1 (Alt. 3)	Blueprint 2 (Alt. 4)
Alameda	Track 1	21134	Rapid Bus Transit (RBT) in San Pablo Avenue corridor	☑	☐	☑	☑	☑
Alameda	Track 1	21142	Intermodal transit improvements at the Emeryville Amtrak Station (includes parking garage)	☑	☐	☑	☑	☑
Alameda	Track 1	21143	I-80/Ashby-Shellmound interchange modifications, involves construction of two roundabouts and a separate bike-pedestrian overcrossing	☑	☐	☑	☑	☑
Alameda	Track 1	21144	I-80/Gilman Avenue interchange improvements (includes roundabouts)	☑	☐	☑	☑	☑
Alameda	Track 1	21357	Capitol Corridor Phase 1 expansion (for 16 daily round trips)	☑	☐	☑	☑	☑
Bay Area Region	Committed	94540	Carquinez Bridge Replacement: construct new suspension bridge west of existing bridges (four westbound lanes, including an HOV lane, plus new bicycle/pedestrian pathway) and modify Crockett interchange	☑	☑	☑	☑	☑
Contra Costa	Blueprint	21075	Various I-80 interchange improvements: Route 4, San Pablo Dam Road, Cummings Skyway, and others	☐	☐	☐	☑	☑
Contra Costa	Blueprint	98211	I-80 eastbound HOV lane extension from Route 4 to the Crockett interchange just south of the Carquinez Bridge	☐	☐	☑	☑	☑
Contra Costa	Blueprint 2	21058	BART to Hilltop Mall in Richmond	☐	☐	☐	☐	☑
Contra Costa	Committed	21430	Regional Express Bus Program: I-80/Richmond Transbay	☑	☑	☑	☑	☑
Contra Costa	Committed	94555	Capitol Corridor intercity rail service (9 round trips daily between Oakland and Sacramento, and 7 round trips daily between San Jose and Oakland)	☑	☑	☑	☑	☑

County	Investment Type	RTPID	Project/Program	2001 RTP (Project)	No Project (Alt. 1)	System Mgt (Alt. 2)	Blueprint 1 (Alt. 3)	Blueprint 2 (Alt. 4)
Contra Costa	System Management	21073	Ramp metering on I-80 from Route 4 to Bay Bridge	☐	☐	☑	☐	☐
Contra Costa	System Management	21447	Blueprint Express Bus Program: I-80/West Contra Costa to Oakland-Berkeley	☐	☐	☑	☐	☐
Contra Costa	System Management	21986	Blueprint Express Program: I-80/Intra West Contra Costa County	☐	☐	☑	☐	☐
Contra Costa	Track 1	21208	Richmond Parkway Transit Center (Phase 1): includes signal reconfiguration/timing, new 700-800 space parking facility, and security improvements at Hilltop park-and-ride lot	☑	☐	☑	☑	☑
Contra Costa	Track 1	21209	Hercules Transit Center relocation and expansion	☑	☐	☑	☑	☑
Contra Costa	Track 1	21210	Capitol Corridor train station in Hercules	☑	☐	☑	☑	☑
Contra Costa	Track 1	94045	New express buses for I-80 HOV service (capital costs)	☑	☐	☑	☑	☑
Contra Costa	Track 1	94047	Extend I-80 westbound HOV lane from north of Cummings Skyway to State Route 4	☑	☐	☑	☑	☑
Contra Costa	Track 1	94048	Non-capacity increasing improvements to interchanges and parallel arterials to I-80	☑	☐	☑	☑	☑
Contra Costa	Track 1	98157	AC Transit enhanced bus service in San Pablo Avenue corridor in Contra Costa County: new passenger stations, roadway geometric improvements, information kiosks	☑	☐	☑	☑	☑
Contra Costa	Track 1	98197	Richmond intermodal transfer station (BART to Amtrak/Capitol Corridor)	☑	☐	☑	☑	☑
Solano	Blueprint	21076	Widen I-80 from 6 lanes to 8 lanes between Vacaville and Dixon	☐	☐	☐	☑	☑
Solano	Blueprint	21813	I-80 HOV lanes between I-680 in Fairfield and I-505 in Vacaville (Phase 2)	☐	☐	☐	☑	☑

County	Investment Type	RTPID	Project/Program	2001 RTP (Project)	No Project (Alt. 1)	System Mgt (Alt. 2)	Blueprint 1 (Alt. 3)	Blueprint 2 (Alt. 4)
Solano	Blueprint	21981	Capitol Corridor intercity rail with stations in Benicia, Vacaville, and Dixon	☐	☐	☐	☑	☑
Solano	Blueprint 2	21032	Add new HOV lane in each direction on I-80 between Route 37 and Carquinez Bridge	☐	☐	☐	☐	☑
Solano	Committed	21341	Project development for new Fairfield/Vacaville multi-modal rail station for Capitol Corridor intercity rail service in Solano County	☑	☑	☑	☑	☑
Solano	Committed	21348	Install a second span along existing Green Valley Bridge to facilitate four lanes of travel way and an acceleration/deceleration lane in each direction	☑	☑	☑	☑	☑
Solano	Committed	21441	Regional Express Bus Program: Vallejo/Transbay	☑	☑	☑	☑	☑
Solano	Committed	21442	Regional Express Bus Program: I-80/Solano County to Del Norte BART Station	☑	☑	☑	☑	☑
Solano	Committed	94679	Transit centers and park-and-ride lots	☑	☑	☑	☑	☑
Solano	Committed	94682	Capitol Corridor intercity rail service (9 round trips daily between Oakland and Sacramento and 7 round trips daily between San Jose and Oakland)	☑	☑	☑	☑	☑
Solano	System Management	21446	Blueprint Express Bus Program: I-80/Solano County	☐	☐	☑	☐	☐
Solano	Track 1	21817	Vallejo intermodal ferry terminal (Phase 1)	☑	☐	☑	☑	☑
Solano	Track 1	21819	Vallejo ferry maintenance facility	☑	☐	☑	☑	☑
Solano	Track 1	21820	Widen I-80 from 6 lanes to 8 lanes part way between Vacaville and Dixon	☑	☐	☑	☑	☑

County	Investment Type	RTPID	Project/Program	2001 RTP (Project)	No Project (Alt. 1)	System Mgt (Alt. 2)	Blueprint 1 (Alt. 3)	Blueprint 2 (Alt. 4)
Solano	Track 1	94146	Express bus service on I-80 (capital costs fo additional services beyond those in Regional Express Bus Program)	☑	☐	☑	☑	☑
Solano	Track 1	94148	Construct rail station, track improvements, or intermodal centers for Capitol Corridor intercity rail or commuter rail service; potential station sites are Fairfield/Vacaville, Dixon and Benicia	☑	☐	☑	☑	☑
Solano	Track 1	94151	Jepson Parkway (Phase 1): includes I-80/Leisure Town Road interchange improvements	☑	☐	☑	☑	☑
Solano	Track 1	98167	I-80 HOV lanes part way between I-680 and I 505 through Fairfield and Vacaville	☑	☐	☑	☑	☑
Eastshore-South								
Alameda	Blueprint	21091	Various I-880 interchange improvements: Winton Avenue, A Street, and others	☐	☐	☐	☑	☑
Alameda	Blueprint	21092	Mission/Foothill/Jackson grade separation	☐	☐	☐	☑	☑
Alameda	Blueprint	21093	New combined Clawiter/Whitesell/Route 92 interchange with new connected Whitesell from Hesperian north to Hesperian south	☐	☐	☐	☑	☑
Alameda	Committed	21355	Widen East Lewelling Boulevard in San Leandro	☑	☑	☑	☑	☑
Alameda	Committed	21431	Regional Express Bus Program: I-880/Hayward BART Station to Silicon Valley	☑	☑	☑	☑	☑
Alameda	Committed	21451	East 14th Street/Hesperian Boulevard/150th Street channelization improvements	☑	☑	☑	☑	☑
Alameda	Committed	21452	Downtown Oakland streetscape improvements (Broadway, 14th Street and Telegraph Avenue)	☑	☑	☑	☑	☑
Alameda	Committed	21453	Fruitvale BART Station transit village	☑	☑	☑	☑	☑

County	Investment Type	RTPID	Project/Program	2001 RTP (Project)	No Project (Alt. 1)	System Mgt (Alt. 2)	Blueprint 1 (Alt. 3)	Blueprint 2 (Alt. 4)
Alameda	Committed	21454	Hesperian Boulevard/Lewelling Boulevard channelization improvements	☑	☑	☑	☑	☑
Alameda	Committed	21462	Local street improvements in Newark	☑	☑	☑	☑	☑
Alameda	Committed	21463	Local street improvements in Oakland	☑	☑	☑	☑	☑
Alameda	Committed	21466	Washington Avenue/Beatrice Street interchange improvements	☑	☑	☑	☑	☑
Alameda	Committed	21467	New arterial along eastern edge of Westgate Shopping Center between Davis Street and Williams Street	☑	☑	☑	☑	☑
Alameda	Committed	94017	Port of Oakland Joint Intermodal Terminal	☑	☑	☑	☑	☑
Alameda	Committed	94020	Seismic retrofit of Webster and Posey tunnels between the cities of Alameda and Oakland, Stage I: seismic retrofit inside tubes (under construction); Stage II: seismic retrofit outside tubes to strengthen surrounding soils	☑	☑	☑	☑	☑
Alameda	Committed	94504	Oakland Airport: construct 4-lane cross-airport roadway (mostly on Port of Oakland property)	☑	☑	☑	☑	☑
Alameda	Committed	94506	Route 84 upgrade to expressway between Route 238 and I-880 in Fremont	☑	☑	☑	☑	☑
Alameda	Committed	94507	Route 238 (Hayward Bypass) 4-lane expressway: I-580 to Harder (Stage 1 only)	☑	☑	☑	☑	☑
Alameda	Committed	94508	Mission Boulevard safety and operational improvements from Industrial Parkway to Route 84	☑	☑	☑	☑	☑
Alameda	Committed	94524	Amtrak Capitol Corridor intercity rail service (9 round trips daily between Oakland and Sacramento and 7 round trips daily between San Jose and Oakland)	☑	☑	☑	☑	☑

County	Investment Type	RTPID	Project/Program	2001 RTP (Project)	No Project (Alt. 1)	System Mgt (Alt. 2)	Blueprint 1 (Alt. 3)	Blueprint 2 (Alt. 4)
Alameda	System Management	21090	Ramp metering on I-880 in Alameda County to San Jose	☐	☐	☑	☐	☐
Alameda	System Management	21874	Delete Phase 2 of Hayward Bypass beyond Harder	☐	☐	☑	☐	☐
Alameda	Track 1	21101	Extend Tinker Avenue from Main Street to Webster Street/Constitution Way and construct College of Alameda Transit Center	☑	☐	☑	☑	☑
Alameda	Track 1	21103	Construct Central Avenue 4-lane overpass at Union Pacific Railroad (environmental and design phases only)	☑	☐	☑	☑	☑
Alameda	Track 1	21107	42nd Avenue/High Street access improvements to I-880 in Oakland, includes widening and realignment of local streets, connector roads, and ramps near interchange	☑	☐	☑	☑	☑
Alameda	Track 1	21110	Route 260 to I-880 connection improvements between Alameda and Oakland	☑	☐	☑	☑	☑
Alameda	Track 1	21111	Capital Corridor mitigation for track work at Jack London Square	☑	☐	☑	☑	☑
Alameda	Track 1	21117	Realign Langley Street (access point for Oakland International Airport North Field), includes reconstruction of Route 61 (Doolittle Drive) and new traffic signal at Route 61/Langley Street	☑	☐	☑	☑	☑
Alameda	Track 1	21118	MacArthur BART Station intermodal transit village (includes replacement parking)	☑	☐	☑	☑	☑
Alameda	Track 1	21120	Widen Marina Boulevard from Alvarado Boulevard to San Leandro Boulevard	☑	☐	☑	☑	☑
Alameda	Track 1	21121	Widen Thornton Avenue from 2 lanes to 4 lanes between Gateway Boulevard and Hickory Street	☑	☐	☑	☑	☑

County	Investment Type	RTPID	Project/Program	2001 RTP (Project)	No Project (Alt. 1)	System Mgt (Alt. 2)	Blueprint 1 (Alt. 3)	Blueprint 2 (Alt. 4)
Alameda	Track 1	21122	Widen and reconstruct Route 262/ Warren Avenue/ I-880 interchange and East Warren Avenue/UPRR grade separation	☑	☐	☑	☑	☑
Alameda	Track 1	21124	Widen Union City Boulevard from 4 lanes to 6 lanes from Paseo Padre in Fremont to Industrial Parkway in Hayward	☑	☐	☑	☑	☑
Alameda	Track 1	21131	BART-Oakland International Airport connector	☑	☐	☑	☑	☑
Alameda	Track 1	21136	Rapid Bus Transit (RBT) in Oakland/Berkeley/San Leandro corridor (Phase 1)	☑	☐	☑	☑	☑
Alameda	Track 1	21138	San Leandro BART Station transit village (Phase 1); includes parking structure, kiss-and-ride and bus improvements	☑	☐	☑	☑	☑
Alameda	Track 1	21140	Westbound I-580 to new Route 238 (Hayward Bypass) connection	☑	☐	☑	☑	☑
Alameda	Track 1	21495	Joint Intermodal Terminal -Port of Oakland access improvements (Phase 1)	☑	☐	☑	☑	☑
Alameda	Track 1	94032	Route 238 (Hayward Bypass): 4-lane expressway from Harder to Industrial Parkway (Stages 2 and 3)	☑	☐	☐	☑	☑
Alameda	Track 1	98207	I-880/Broadway-Jackson interchange improvements (Phase 1)	☑	☐	☑	☑	☑
Fremont-South Bay								
Alameda	Blueprint	21974	ACE operating with 30 minute peak and 60 minute off peak headways	☐	☐	☐	☑	☑
Alameda	Committed	21480	Route 84/Ardenwood Boulevard westbound offramp intersection improvements	☑	☑	☑	☑	☑
Alameda	Committed	21481	Extend Cushing Parkway between Automall Parkway/Boyce Road to Cushing Parkway/Fremont Boulevard/I-880	☑	☑	☑	☑	☑

County	Investment Type	RTPID	Project/Program	2001 RTP (Project)	No Project (Alt. 1)	System Mgt (Alt. 2)	Blueprint 1 (Alt. 3)	Blueprint 2 (Alt. 4)
Alameda	Committed	21482	Extend Fremont Boulevard to connect to I-880/Dixon Landing Road	☑	☑	☑	☑	☑
Alameda	Committed	21483	Widen Stevenson Boulevard from 4 lanes to 6 lanes from I-880 to Blacow Road	☑	☑	☑	☑	☑
Alameda	Committed	21484	Widen Kato Road from Warren Avenue to Milmont Drive	☑	☑	☑	☑	☑
Alameda	Committed	21485	Widen Stevenson Boulevard from 2 lanes to 4 lanes from Gallaudet Drive to Mission Boulevard	☑	☑	☑	☑	☑
Alameda	Committed	21486	Paseo Padre Parkway/Peralta Boulevard (Route 84) intersection improvements	☑	☑	☑	☑	☑
Alameda	Committed	21487	Widen Mowry Avenue from Mission Boulevard to Peralta Boulevard	☑	☑	☑	☑	☑
Alameda	Committed	21488	Warren Avenue/Warm Springs Boulevard intersection improvements	☑	☑	☑	☑	☑
Alameda	Committed	21896	Route 84 vertical and horizontal alignment improvements in Fremont and San Leandro (3 miles to 5.1 miles east of I-680)	☑	☑	☑	☑	☑
Alameda	Committed	94030	Reconstruct I-880/Route 262 interchange and widen I-880 from Route 262 (Mission Boulevard) to the Santa Clara County line from 8 lanes to 10 lanes (8 mixed-flow and 2 HOV lanes)	☑	☑	☑	☑	☑
Alameda	System Management	21973	ACE operating at today's travel times reduced by 10 minutes with track improvements	☐	☐	☑	☐	☐
Alameda	Track 1	21114	Rail grade separations at Washington Boulevard/Paseo Padre Parkway at Union Pacific Railroad in Fremont	☑	☐	☑	☑	☑

County	Investment Type	RTPID	Project/Program	2001 RTP (Project)	No Project (Alt. 1)	System Mgt (Alt. 2)	Blueprint 1 (Alt. 3)	Blueprint 2 (Alt. 4)
Alameda	Track 1	21123	Union City Intermodal Station (Phase 2), includes 19 bus bays and a kiss and ride loop road	☑	☐	☑	☑	☑
Alameda	Track 1	21125	Route 84 southbound HOV extension from Newark Boulevard to I-880	☑	☐	☑	☑	☑
Alameda	Track 1	21126	Route 84 southbound HOV onramp from Newark Boulevard to existing Route 84 southbound HOV lane	☑	☐	☑	☑	☑
Alameda	Track 1	21132	BART extension to Warm Springs	☑	☐	☑	☑	☑
Alameda	Track 1	94012	Union City Intermodal Station access improvements (Phase 1); includes extending 11th Street and constructing at-grade parking and pedestrian grade separation	☑	☐	☑	☑	☑
Santa Clara	Blueprint	21045	Widen I-880 to 8 lanes (adds 2 new HOV lanes) from Route 237 to US 101	☐	☐	☐	☑	☑
Santa Clara	Blueprint 2	21060	ACE: Tri-Valley to Silicon Valley service via the Dumbarton Bridge to Millbrae	☐	☐	☐	☐	☑
Santa Clara	Committed	21444	Regional Express Bus Program: I-680/Fremont BART Station to Silicon Valley	☑	☑	☑	☑	☑
Santa Clara	Committed	94134	I-880/Route 237 interchange improvements; includes southbound I-880 to westbound Route 237 and eastbound Route 237 to northbound I-880 (Stages A&B)	☑	☑	☑	☑	☑
Santa Clara	Committed	96017	Widen I-880 from 4 lanes to 6 lanes from Montague Expressway to US 101	☑	☑	☑	☑	☑
Santa Clara	Committed	98138	Santa Clara County commuter rail to BART connection	☑	☑	☑	☑	☑
Santa Clara	Committed	98172	I-880/Route 237 interchange improvements (freeway-to-freeway HOV connector) and eastbound Route 237 to southbound I-880 ramp to Tasman Drive	☑	☑	☑	☑	☑

County	Investment Type	RTPID	Project/Program	2001 RTP (Project)	No Project (Alt. 1)	System Mgt (Alt. 2)	Blueprint 1 (Alt. 3)	Blueprint 2 (Alt. 4)
Santa Clara	Committed	98209	Reconstruct I-880/Dixon Landing Road interchange and widen I-880 from 8 to 10 lanes (includes 2 HOV lanes) from Route 237 to the Alameda County line	☑	☑	☑	☑	☑
Santa Clara	System Management	21094	Use shoulder of planned 6-lane I-880 freeway from Montague Expressway to US 101 for express bus service from South Alameda County	☐	☐	☑	☐	☐
Santa Clara	System Management	21875	Fremont-South Bay express bus services	☐	☐	☑	☐	☐
Santa Clara	Track 1	21713	Route 237 westbound auxiliary lanes between Coyote Creek Bridge and North First Street	☑	☐	☑	☑	☑
Santa Clara	Track 1	21921	BART Extension from Warm Springs to San Jose	☑	☐	☑	☑	☑
Golden Gate								
Bay Area Region	Committed	21012	Golden Gate Bridge seismic retrofit (completes Phases 1 through 3)	☑	☑	☑	☑	☑
Bay Area Region	Committed	21320	Golden Gate Bridge Moveable Median Barrier	☑	☑	☑	☑	☑
Marin	Blueprint	21030	I-580/US 101 interchange improvements and new freeway-to-freeway connectors (westbound I-580 to northbound and southbound US 101)	☐	☐	☐	☑	☑
Marin	Blueprint	21891	Sonoma-Marin Rail service extension to connect to Larkspur Ferry terminal/San Quentin	☐	☐	☐	☑	☑
Marin	Committed	21887	Tennesse Valley (Coyote Creek) Bridge replacement	☑	☑	☑	☑	☑
Marin	Committed	21888	Redwood landfill overcrossing	☑	☑	☑	☑	☑

County	Investment Type	RTPID	Project/Program	2001 RTP (Project)	No Project (Alt. 1)	System Mgt (Alt. 2)	Blueprint 1 (Alt. 3)	Blueprint 2 (Alt. 4)
Marin	Committed	21889	Regional Express Bus Program: US 101/Santa Rosa to San Rafael/San Francisco	☑	☑	☑	☑	☑
Marin	Committed	94563	US 101 HOV lanes from North San Pedro Road to Lucky Drive in San Rafael	☑	☑	☑	☑	☑
Marin	Committed	94566	US 101/Lucas Valley Road interchange improvements in San Rafael	☑	☑	☑	☑	☑
Marin	Committed	98182	Sir Francis Drake Boulevard improvements	☑	☑	☑	☑	☑
Marin	Committed	98200	Northwestern Pacific (SMART) rail station site acquisitions/upgrades	☑	☑	☑	☑	☑
Marin	System Management	21449	Blueprint Express Bus Program: Marin County/Sonoma County to San Francisco	☐	☐	☑	☐	☐
Marin	Track 1	21303	Local Marin bus service enhancements (capital only)	☑	☐	☑	☑	☑
Marin	Track 1	21304	Freeway-to-freeway interchange improvements; includes new bridge West I-580 to South US 101 and new lane West I-580 to to North US 101 to 2nd Avenue (design phase only)	☑	☐	☑	☑	☑
Marin	Track 1	21305	US 101/Tamalpais interchange improvements	☑	☐	☑	☑	☑
Marin	Track 1	21306	US 101/Lucas ValleyRoad interchange improvements	☑	☐	☑	☑	☑
Marin	Track 1	21307	US 101/Atherton interchange improvements: signalize Atherton Avenue/Binford Road intersection	☑	☐	☑	☑	☑
Marin	Track 1	21308	Expand Manzanita park-and-ride lot	☑	☐	☑	☑	☑
Marin	Track 1	98154	Widen US 101 from 4 lanes to 6 lanes (including 2 HOV lanes) from Route 37 to the Sonoma County line and convert some portions from expressway to freeway	☑	☐	☑	☑	☑

County	Investment Type	RTPID	Project/Program	2001 RTP (Project)	No Project (Alt. 1)	System Mgt (Alt. 2)	Blueprint 1 (Alt. 3)	Blueprint 2 (Alt. 4)
Marin	Track 1	98178	US 101/Sir Francis Drake Boulevard improvements (environmental study only)	☑	☐	☑	☑	☑
Marin	Track 1	98179	US 101/TiburonBoulevard interchange improvements: widen southbound offramp	☑	☐	☑	☑	☑
San Francisco	Committed	21353	Golden Gate Transit (San Francisco County share) -transit operating and capital improvement program (including replacement, rehabilitation, and minor enhancements for rolling stock, equipment, fixed facilities and other capital assets; does not include expansion)	☑	☑	☑	☑	☑
San Francisco	Committed	21549	South Basin Bridge (environmental study only)	☑	☑	☑	☑	☑
San Francisco	Committed	21890	Regional Express Bus Program: US 101/Santa Rosa to San Rafael/San Francisco	☑	☑	☑	☑	☑
San Francisco	Committed	98102	Doyle Drive environmental study	☑	☑	☑	☑	☑
San Francisco	Track 1	21354	Golden Gate Transit (San Francisco County share) capital replacement program shortfall (see Committed projects)	☑	☐	☑	☑	☑
San Francisco	Track 1	94089	Doyle Drive replacement - US 101 south of the Golden Gate Bridge	☑	☐	☑	☑	☑
Sonoma	Blueprint	21069	Additional interchange improvements in Golden Gate Corridor (beyond improvements funded in Track 1)	☐	☐	☐	☑	☑
Sonoma	Committed	21338	US 101 southbound auxiliary lane between Route 116 to East Washington	☑	☑	☑	☑	☑
Sonoma	Committed	21346	US 101/Route 116 separation: improve Route 116 onramp to southbound US 101	☑	☑	☑	☑	☑
Sonoma	Committed	21436	Regional Express Bus Program: US 101/Santa Rosa to San Rafael/San Francisco	☑	☑	☑	☑	☑

County	*Investment Type*	*RTPID*	*Project/Program*	*2001 RTP (Project)*	*No Project (Alt. 1)*	*System Mgt (Alt. 2)*	*Blueprint 1 (Alt. 3)*	*Blueprint 2 (Alt. 4)*
Sonoma	Committed	21898	US 101/Route 116 east separation: replace bridge over separation and improve onramp to US 101 (from Petaluma River bridge to north of US 101/Route 116 east separation and overhead)	☑	☑	☑	☑	☑
Sonoma	Committed	94165	US 101 northbound and southbound HOV lanes from Route 12 to Steele Lane in Santa Rosa; includes interchange modifications at Steele Lane and College Avenue	☑	☑	☑	☑	☑
Sonoma	Committed	94167	Sonoma-Marin Rail station site acquisitions/upgrades	☑	☑	☑	☑	☑
Sonoma	Committed	94685	Route 12/Farmers Lane partial interchange improvements	☑	☑	☑	☑	☑
Sonoma	Committed	94689	US 101/Arata Lane interchange improvements in Windsor (Phase 2)	☑	☑	☑	☑	☑
Sonoma	Committed	96016	Reconstruct and upgrade Stony Point Road from Pepper Road to Petaluma city line	☑	☑	☑	☑	☑
Sonoma	System Management	21941	Add US 101 reversible HOV lane from Route 37 to Old Redwood Highway in Petaluma	☐	☐	☑	☐	☐
Sonoma	Track 1	20003	North Coast Railroad Authority track maintenance and rehabilitation	☑	☐	☑	☑	☑
Sonoma	Track 1	21902	Widen US 101 (adding an HOV lane in each direction) from Rohnert Park Expressway north through Wilfred Avenue interchange; includes reconstruction of the Wilfred Avenue interchange and reconfiguring local streets	☑	☐	☑	☑	☑
Sonoma	Track 1	21903	Non-capacity increasing improvements to street and road projects as identified in Sonoma County Transportation Authority Countywide Transportation Plan	☑	☐	☑	☑	☑

County	Investment Type	RTPID	Project/Program	2001 RTP (Project)	No Project (Alt. 1)	System Mgt (Alt. 2)	Blueprint 1 (Alt. 3)	Blueprint 2 (Alt. 4)
Sonoma	Track 1	21904	Widen US 101 (adding HOV lanes in each direction) from Old Redwood Highway in Petaluma north to Rohnert Park Expressway	☑	☐	☑	☑	☑
Sonoma	Track 1	98147	Widen US 101 (adding an HOV lane in each direction) from Marin County line north to Old Redwood Highway in Petaluma and convert some portions from expressway to freeway	☑	☐	☑	☑	☑
Sonoma	Track 1	98183	Widen US 101 HOV lanes (adding an HOV lane in each direction) from Steele Lane north to Windsor River Road; includes River Road ramp improvements and northbound and southbound auxiliary lanes	☑	☐	☑	☑	☑
Marin County-wide								
Marin	Committed	21856	Non-pavement maintenance (sidewalk, lighting, drainage, landscaping, ect. - committed revenues shown)	☑	☑	☑	☑	☑
Marin	Committed	21865	Local bridge maintenance (committed revenues shown)	☑	☑	☑	☑	☑
Marin	Committed	94063	Bicycle and pedestrian projects	☑	☑	☑	☑	☑
Marin	Committed	94572	Golden Gate Transit (Marin County share) - Transit operating and capital improvement program (including replacement, rehabilitation, and minor enhancements for rolling stock, equipment, fixed facilities and other capital assets; does not include expansion	☑	☑	☑	☑	☑
Marin	Committed	98511	Local streets and roads pavement maintenance (committed revenues shown)	☑	☑	☑	☑	☑
Marin	System Management	21985	Blueprint Express Bus Program: Intra Marin	☐	☐	☑	☐	☐
Marin	Track 1	21301	Golden Gate Transit capital program shortfall (see Committed projects)	☑	☐	☑	☑	☑

County	Investment Type	RTPID	Project/Program	2001 RTP (Project)	No Project (Alt. 1)	System Mgt (Alt. 2)	Blueprint 1 (Alt. 3)	Blueprint 2 (Alt. 4)
Marin	Track 1	21302	Bicycle and pedestrian projects (from Countywide Master Plan)	☑	☐	☑	☑	☑
Marin	Track 1	21322	Travel Demand Management Program	☑	☐	☑	☑	☑
Marin	Track 1	94055	Metropolitan Transportation System (MTS) streets and roads pavement rehabilitation shortfall (see Committed projects)	☑	☐	☑	☑	☑
Marin	Track 1	94056	Non-MTS streets and roads pavement rehabilitation shortfall (see Committed projects)	☑	☐	☑	☑	☑
Marin	Track 1	98504	Local streets and roads non-pavement maintenance shortfall (see Committed projects)	☑	☐	☑	☑	☑
Marin	Track 1	98525	Seismic retrofit and upgrade of local bridges and overpasses shortfall	☑	☐	☑	☑	☑
Marin	Track 1	98551	Transportation for Livable Communities - county program	☑	☐	☑	☑	☑
Marin	Track 1	98560	Surface Transportation Program planning funds for the county	☑	☐	☑	☑	☑
Napa County-wide								
Napa	Committed	21857	Non-pavement maintenance (sidewalk, lighting, drainage, landscaping, etc. - committed revenues shown)	☑	☑	☑	☑	☑
Napa	Committed	21871	Local bridge maintenance (committed revenues shown)	☑	☑	☑	☑	☑
Napa	Committed	94067	Traffic Operations System improvements in Napa Valley	☑	☑	☑	☑	☑
Napa	Committed	94077	Bicycle and pedestrian projects	☑	☑	☑	☑	☑
Napa	Committed	94576	Local streets and roads pavement maintenance (committed revenues shown)	☑	☑	☑	☑	☑

County	Investment Type	RTPID	Project/Program	2001 RTP (Project)	No Project (Alt. 1)	System Mgt (Alt. 2)	Blueprint 1 (Alt. 3)	Blueprint 2 (Alt. 4)
Napa	Committed	94578	Napa County Transit - transit operating and capital improvement program (including replacement, rehabilitation, and minor enhancements for rolling stock, equipment, fixed facilities and other capital assets; does not include system expansion)	☑	☑	☑	☑	☑
Napa	Track 1	94064	Metropolitan Transportation System (MTS) streets and roads pavement rehabilitation shortfall (see Committed projects)	☑	☐	☑	☑	☑
Napa	Track 1	94065	Non-MTS streets and roads pavement rehabilitation shortfall (see Committed projects)	☑	☐	☑	☑	☑
Napa	Track 1	98552	Transportation for Livable Communities - county program	☑	☐	☑	☑	☑
Napa	Track 1	98561	Surface Transportation Program planning funds for the county	☑	☐	☑	☑	☑
Napa Valley								
Napa	Blueprint	21406	Widen Route 121 to six lanes from Magnolia Drive to Kansas Street	☐	☐	☐	☑	☑
Napa	Blueprint	21414	Additional capacity on Route 29 from Route 12 to American Canyon Road to Napa County line	☐	☐	☐	☑	☑
Napa	Committed	94070	Transit Service Center in the city of Napa and operational improvements for existing transit programs	☑	☑	☑	☑	☑
Napa	Committed	94071	Replace Napa River (Maxwell) Bridge and widen from 2 lanes to 4 lanes on Route 121 over the Napa River in the city of Napa	☑	☑	☑	☑	☑
Napa	Committed	94076	Trancas intermodal facility in the city of Napa	☑	☑	☑	☑	☑
Napa	Committed	94575	Route 29: Redwood/TrancasRoad interchange construction	☑	☑	☑	☑	☑

County	Investment Type	RTPID	Project/Program	2001 RTP (Project)	No Project (Alt. 1)	System Mgt (Alt. 2)	Blueprint 1 (Alt. 3)	Blueprint 2 (Alt. 4)
Napa	Track 1	21402	Napa-to-Fairfield fixed-route transit (capital costs)	☑	☐	☑	☑	☑
Napa	Track 1	21403	Non-capacity increasing operational improvements to MTS and non-MTS streets and roads network in Napa Valley	☑	☐	☑	☑	☑
Napa	Track 1	94072	Widen First Street overcrossing on Route 29 from 2 lanes to 4 lanes in the city of Napa	☑	☐	☑	☑	☑
North Bay East-West								
Marin	Track 1	98146	Route 37 traveler information system	☑	☐	☑	☑	☑
Napa	Blueprint	21068	Safety improvements on Route 121	☐	☐	☐	☑	☑
Napa	Blueprint	21071	Widen Route 29 to 6 lanes from Route 221 to Route 29/12/Airport Road	☐	☐	☐	☑	☑
Napa	Track 1	21401	Route 29/12/121 (Stanly Ranch) intersection improvements	☑	☐	☑	☑	☑
Napa	Track 1	94073	Route 12/29/221 (Soscol Avenue) intersection improvements	☑	☐	☑	☑	☑
Napa	Track 1	94074	Widen Route 12 (Jamieson Canyon) from I-80 in Solano County to Route 29 in Napa County from 2 lanes to 4 lanes (Napa County portion of project)	☑	☐	☑	☑	☑
Napa	Track 1	94075	Route 12/29 (Airport Road) grade separation	☑	☐	☑	☑	☑
Solano	Blueprint	21072	Widen Route 12 to 4 lanes between Suisun City and Rio Vista, includes support for feasibility study of a new Rio Vista Bridge at Route 12 and Sacramento River	☐	☐	☐	☑	☑
Solano	Blueprint 2	21031	Widen Route 37 to 4 lanes with environmental mitigation	☐	☐	☐	☐	☑

County	Investment Type	RTPID	Project/Program	2001 RTP (Project)	No Project (Alt. 1)	System Mgt (Alt. 2)	Blueprint 1 (Alt. 3)	Blueprint 2 (Alt. 4)
Solano	Committed	94149	Route 29/Route 37 interchange improvements in Vallejo	☑	☑	☑	☑	☑
Solano	Committed	94675	Route 37 from Napa River Bridge to Route 29: upgrade from 2-lane expressway to 4-lane freeway (not including Routes 29/37 interchange), planting, and environmental mitigation	☑	☑	☑	☑	☑
Solano	Committed	98217	Route 12 safety improvements between Suisun City and Rio Vista (reduce bumps and dips in the roadway and extend passing lanes)	☑	☑	☑	☑	☑
Solano	Track 1	21823	Operational and safety improvements on Route 12 from Sacramento River to I-80 (Phase 1)	☑	☐	☑	☑	☑
Solano	Track 1	94152	Widen Route 12 (Jamieson Canyon) from I-80 in Solano County to Route 29 in Napa County from 2 lanes to 4 lanes (Solano County portion of project)	☑	☐	☑	☑	☑
Sonoma	Blueprint	21070	Realign Route 116 (Stage Gulch Road) along Champlin Creek and widen the remaining segments	☐	☐	☐	☑	☑
Sonoma	Committed	21899	Rehabilitate Route 12, widen shoulders and replace bridge near Kenwood between Sonoma Creek to Boyes Boulevard	☑	☑	☑	☑	☑
Sonoma	Committed	21998	Rehabilitate and widen Route 116 between Elphick Road to Redwood Drive in Sebastopol and Cotati	☑	☑	☑	☑	☑
Sonoma	Committed	94691	Route 12/121 traffic signal system and channelization at 8th Street	☑	☑	☑	☑	☑
Sonoma	Track 1	98000	Route 37 traveler information system	☑	☐	☑	☑	☑
Sonoma	Track 1	98145	Operational projects on Routes 12/116/121	☑	☐	☑	☑	☑

County	Investment Type	RTPID	Project/Program	2001 RTP (Project)	No Project (Alt. 1)	System Mgt (Alt. 2)	Blueprint 1 (Alt. 3)	Blueprint 2 (Alt. 4)
Peninsula								
San Francisco	Blueprint	21543	Caltrain San Francisco Downtown extension	☐	☐	☐	☑	☑
San Francisco	Committed	21537	Caltrain Express service between San Francisco and San Jose, includes passing tracks and rolling stock (Phase 1) (San Francisco County portion)	☑	☑	☑	☑	☑
San Francisco	Committed	94634	Caltrain (San Francisco County share) transit operating and capital improvement program (including replacement, rehabilitation, and system enhancements for rolling stock, equipment, fixed facilities and other capital assets). Station Improvements (e.g. platforms) are included.	☑	☑	☑	☑	☑
San Francisco	System Management	21975	Caltrain: San Francisco to San Jose plus peak period skip-stop service (assumes service electrification)	☐	☐	☑	☐	☐
San Francisco	System Management	21976	Caltrain service with improved timed transfers to connecting buses	☐	☐	☑	☐	☐
San Francisco	Track 1	21342	Caltrain Downtown Extension/TransBay Terminal	☑	☐	☑	☑	☑
San Francisco	Track 1	21509	Caltrain electrification from San Francisco to Gilroy	☑	☐	☑	☑	☑
San Francisco	Track 1	94085	Caltrain capital replacement program shortfall (San Francisco County share)	☑	☐	☑	☑	☑
San Mateo	Blueprint	21611	Bayfront Expressway extension from Marsh Road to Woodside Road (4 lanes)	☐	☐	☐	☑	☑
San Mateo	Blueprint	21615	Widen Route 280 eastbound by one lane from eastbound Route 1 to southbound Route 280 and Serramonte Boulevard	☐	☐	☐	☑	☑
San Mateo	Blueprint	21894	US 101/Candlestick Park interchange modification	☐	☐	☐	☑	☑

County	Investment Type	RTPID	Project/Program	2001 RTP (Project)	No Project (Alt. 1)	System Mgt (Alt. 2)	Blueprint 1 (Alt. 3)	Blueprint 2 (Alt. 4)
San Mateo	Blueprint	21895	Dumbarton Bridge to southbound US 101 connector in Palo Alto	☐	☐	☐	☑	☑
San Mateo	Blueprint	21937	Various US 101 interchange improvements which facilitate ramp metering	☐	☐	☐	☑	☑
San Mateo	Blueprint	21938	High priority Caltrain grade separations	☐	☐	☐	☑	☑
San Mateo	Blueprint	21939	Widen Route 92 between US 101 and I-280 from 4 lanes to 6 lanes	☐	☐	☐	☑	☑
San Mateo	Blueprint	98203	Widen Route 1 from 2 to 4 Lanes within the Half Moon Bay City Limits	☐	☐	☐	☑	☑
San Mateo	Blueprint 2	21940	Caltrain fully graded separated	☐	☐	☐	☐	☑
San Mateo	Committed	21336	Widen Airport Boulevard from 2 lanes to 4 lanes	☑	☑	☑	☑	☑
San Mateo	Committed	21337	Widen Airport Boulevard bridge (14 feet widening of existing bridge structure)	☑	☑	☑	☑	☑
San Mateo	Committed	21340	Extend Hickey Boulevard to construct 2-lane road between Mission Road and Hillside Boulevard in Colma	☑	☑	☑	☑	☑
San Mateo	Committed	21349	US 101 interchange improvements and ramp metering at Ralston Avenue, Hillsdale Boulevard, and Millbrae Avenue	☑	☑	☑	☑	☑
San Mateo	Committed	21351	Widen John Daly overcrossing at junction I-280 and Route 1	☑	☑	☑	☑	☑
San Mateo	Committed	21352	Replace San Pedro Creek bridge and roadway approaches	☑	☑	☑	☑	☑
San Mateo	Committed	21439	Regional Express Bus Program: Route 82/El Camino Express, Daly City BART Station to Palo Alto	☑	☑	☑	☑	☑
San Mateo	Committed	21605	US 101/Oyster Point Boulevard interchange improvements (Phases 2 and 3)	☑	☑	☑	☑	☑

County	Investment Type	RTPID	Project/Program	2001 RTP (Project)	No Project (Alt. 1)	System Mgt (Alt. 2)	Blueprint 1 (Alt. 3)	Blueprint 2 (Alt. 4)
San Mateo	Committed	21609	I-280/I-380 local access improvements	☑	☑	☑	☑	☑
San Mateo	Committed	21617	Caltrain Express service between San Francisco and San Jose; includes passing tracks and rolling stock (Phase 1)	☑	☑	☑	☑	☑
San Mateo	Committed	21622	Caltrain local station improvements	☑	☑	☑	☑	☑
San Mateo	Committed	21626	Caltrain grade separations (to be determined)	☑	☑	☑	☑	☑
San Mateo	Committed	21876	BART (San Mateo County share) - transit operating and capital improvement program (including replacement, rehabilitation, and minor enhancements, equipment, fixed facilities and other capital assets; does not include expansion except BART to SFO extension).	☑	☑	☑	☑	☑
San Mateo	Committed	21892	Widen Route 84 from 4 lanes to 6 lanes from El Camino Real to Broadway	☑	☑	☑	☑	☑
San Mateo	Committed	21893	Route 92 between Half Moon Bay city limits and Pilarcitos Creek alignment and shoulder improvements	☑	☑	☑	☑	☑
San Mateo	Committed	21897	Modify and interconnect existing traffic signals from Davey Glen Road to 42st Avenue and 31st to Millbrae	☑	☑	☑	☑	☑
San Mateo	Committed	94100	US 101 auxiliary lanes from Marsh Road to Route 92	☑	☑	☑	☑	☑
San Mateo	Committed	94105	BART to San Francisco International Airport (SFO) extension	☑	☑	☑	☑	☑
San Mateo	Committed	94643	Widen Route 92 between Route 1 and Half Moon Bay city limits	☑	☑	☑	☑	☑
San Mateo	Committed	94644	Route 92 westbound slow vehicle lane between Route 35 and I-280	☑	☑	☑	☑	☑

County	Investment Type	RTPID	Project/Program	2001 RTP (Project)	No Project (Alt. 1)	System Mgt (Alt. 2)	Blueprint 1 (Alt. 3)	Blueprint 2 (Alt. 4)
San Mateo	Committed	94656	Upgrade Route 1 (Devil's Slide Tunnel)	☑	☑	☑	☑	☑
San Mateo	Committed	94664	Caltrain (San Mateo County share) transit operating and capital improvement program (including replacement, rehabilitation, and system enhancements for rolling stock, equipment, fixed facilities and other capital assets). Station Improvements (e.g. platforms) are also included.	☑	☑	☑	☑	☑
San Mateo	Committed	98204	Construct Route 1 northbound and southbound lanes from Fassler Avenue to Westport Drive in Pacifica	☑	☑	☑	☑	☑
San Mateo	System Management	21935	Extend US 101 HOV lanes north to Route 92 by taking a lane (from Route 92 interchange to Whipple Avenue)	☐	☐	☑	☐	☐
San Mateo	System Management	21936	Continous US 101 auxiliary lanes in San Mateo County	☐	☐	☑	☐	☐
San Mateo	System Management	21987	Blueprint Express Bus Program: South/Central San Mateo to Silicon Valley	☐	☐	☑	☐	☐
San Mateo	Track 1	21343	Caltrain Downtown Extension (San Mateo County share)	☑	☐	☑	☑	☑
San Mateo	Track 1	21602	US 101/Broadway interchange reconstructio	☑	☐	☑	☑	☑
San Mateo	Track 1	21603	US 101/Woodside Road interchange improvements	☑	☐	☑	☑	☑
San Mateo	Track 1	21604	US 101 auxiliary lanes from Sierra Point to San Francisco County line	☑	☐	☑	☑	☑
San Mateo	Track 1	21606	US 101/ Willow Road interchange reconstruction	☑	☐	☑	☑	☑
San Mateo	Track 1	21607	US 101/University Avenue interchange reconstruction	☑	☐	☑	☑	☑

County	Investment Type	RTPID	Project/Program	2001 RTP (Project)	No Project (Alt. 1)	System Mgt (Alt. 2)	Blueprint 1 (Alt. 3)	Blueprint 2 (Alt. 4)
San Mateo	Track 1	21608	US 101 auxiliary lanes from Marsh Road to Santa Clara County line	☑	☐	☑	☑	☑
San Mateo	Track 1	21610	US 101 auxiliary lanes from San Bruno Avenue to Grand Avenue	☑	☐	☑	☑	☑
San Mateo	Track 1	21627	Caltrain electrification from San Francisco to Gilroy	☑	☐	☑	☑	☑
San Mateo	Track 1	21632	Route 92 from US 101 to I-280: add westbound passing lane	☑	☐	☑	☑	☑
San Mateo	Track 1	98176	US 101 auxiliary lanes from 3rd Avenue to Millbrae and US 101/Peninsula Avenue interchange reconstruction	☑	☐	☑	☑	☑
San Mateo	Track 1	98567	BART capital program shortfall - see Committed projects (excludes seismic program)	☑	☐	☑	☑	☑
San Mateo	Track 1	98568	Caltrain capital replacement program shortfall (San Mateo County share) - see Committed projects	☑	☐	☑	☑	☑
Santa Clara	Blueprint 2	21046	Route 152 to full expressway to San Benito County line	☐	☐	☐	☐	☑
Santa Clara	Committed	21762	Caltrain Express service between San Francisco and San Jose, includes passing tracks and rolling stock (Phase 1) (Santa Clara County portion)	☑	☑	☑	☑	☑
Santa Clara	Committed	21768	Caltrain local station improvements	☑	☑	☑	☑	☑
Santa Clara	Committed	94613	Caltrain (Santa Clara County portion) transit operating and capital improvement program (including replacement, rehabilitation, and minor enhancements for rolling stock, equipment, fixed facilities and other capital assets; does not include system expansion).	☑	☑	☑	☑	☑
Santa Clara	Track 1	21344	Caltrain Downtown Extension	☑	☐	☑	☑	☑

County	Investment Type	RTPID	Project/Program	2001 RTP (Project)	No Project (Alt. 1)	System Mgt (Alt. 2)	Blueprint 1 (Alt. 3)	Blueprint 2 (Alt. 4)
Santa Clara	Track 1	21769	Caltrain electrification from San Francisco to Gilroy	☑	☐	☑	☑	☑
Santa Clara	Track 1	21877	Caltrain capital replacement program shortfall (Santa Clara County share) - see Committed projects	☑	☐	☑	☑	☑
Region								
Bay Area Region	Blueprint	21883	Blueprint Express Bus Program: Various routes defined in MTC's Blueprint	☐	☐	☐	☑	☑
Bay Area Region	Blueprint	21980	Capitol Corridor intercity rail improvements, including new stations	☐	☐	☐	☑	☑
Bay Area Region	Blueprint 2	21052	Expanded Express Bus Program: All express bus routes not specifically called out in Track 1 and Blueprint	☐	☐	☐	☐	☑
Bay Area Region	Blueprint 2	21066	California High Speed Rail with terminal in San Francisco	☐	☐	☐	☐	☑
Bay Area Region	Committed	21013	Rehabilitation of Bay Area state-owned toll bridges	☑	☑	☑	☑	☑
Bay Area Region	Committed	21015	Seismic retrofit of Bay Area state-owned toll bridges, excluding San Francisco-Oakland Bay Bridge (see #21778 and #21879 below)	☑	☑	☑	☑	☑
Bay Area Region	Committed	21016	Low Income Flexible Transportation Program (LIFT)	☑	☑	☑	☑	☑
Bay Area Region	System Management	21933	HOV occupancy requirements increased to 3+ in the following corridors: I-880 between San Leandro and Route 237, I-580 through Livermore, US 101 between Route 237 and Route 92, San Mateo and Dumbarton Bridges	☐	☐	☑	☐	☐
Bay Area Region	System Management	21969	Existing BART system with improved timed transfers to connecting buses	☐	☐	☑	☐	☐

County	Investment Type	RTPID	Project/Program	2001 RTP (Project)	No Project (Alt. 1)	System Mgt (Alt. 2)	Blueprint 1 (Alt. 3)	Blueprint 2 (Alt. 4)
Bay Area Region	System Management	21979	Capitol Corridor service with reduced travel times by 10 to 20 percent with improved tracks	☐	☐	☑	☐	☐
Bay Area Region	Track 1	21001	Freeway Operations Strategies/Transportation Operations Systems (TOS)	☑	☐	☑	☑	☑
Bay Area Region	Track 1	21002	Freeway Service Patrol/Freeway Call Boxes	☑	☐	☑	☑	☑
Bay Area Region	Track 1	21003	Traffic Engineering Technical Assistance Program (TETAP)/Arterial Signal Re-Timing	☑	☐	☑	☑	☑
Bay Area Region	Track 1	21004	Pavement Management Technical Assistance Program (PTAP)	☑	☐	☑	☑	☑
Bay Area Region	Track 1	21005	TransLink®	☑	☐	☑	☑	☑
Bay Area Region	Track 1	21006	Regional transit information system and transportation marketing	☑	☐	☑	☑	☑
Bay Area Region	Track 1	21007	Rideshare Program	☑	☐	☑	☑	☑
Bay Area Region	Track 1	21008	TravInfo®	☑	☐	☑	☑	☑
Bay Area Region	Track 1	21009	Spare the Air Campaign	☑	☐	☑	☑	☑
Bay Area Region	Track 1	21010	Performance monitoring	☑	☐	☑	☑	☑
Bay Area Region	Track 1	21011	Transportation for Livable Communities/Housing Incentive Program - Regional Program	☑	☐	☑	☑	☑
Bay Area Region	Track 1	21356	Regional Transit Expansion Policy (RTEP) Reserve Funding	☑	☐	☑	☑	☑
San Francisco								
San Francisco	Blueprint	21977	Caltrain San Francisco Downtown Extension with added 20 minute off peak service	☐	☐	☐	☑	☑

County	Investment Type	RTPID	Project/Program	2001 RTP (Project)	No Project (Alt. 1)	System Mgt (Alt. 2)	Blueprint 1 (Alt. 3)	Blueprint 2 (Alt. 4)
San Francisco	Blueprint	21984	Electrify additional Muni trolley routes	☐	☐	☐	☑	☑
San Francisco	Blueprint 2	21064	MUNI light rail in Geary corridor to 49th Avenue	☐	☐	☐	☐	☑
San Francisco	System Management	21982	Rapid Bus Transit service in Geary corridor	☐	☐	☑	☐	☐
San Francisco	Track 1	21501	Bicycle projects and programs	☑	☐	☑	☑	☑
San Francisco	Track 1	21502	Pedestrian projects and programs	☑	☐	☑	☑	☑
San Francisco	Track 1	21503	Traffic calming	☑	☐	☑	☑	☑
San Francisco	Track 1	21504	Traffic signals and signs	☑	☐	☑	☑	☑
San Francisco	Track 1	21506	Integrated Traffic Management System	☑	☐	☑	☑	☑
San Francisco	Track 1	21507	Transit enhancements	☑	☐	☑	☑	☑
San Francisco	Track 1	21508	Bus Rapid Transit Program	☑	☐	☑	☑	☑
San Francisco	Track 1	21510	Third Street Light Rail Transit extension to Chinatown (Central Subway)	☑	☐	☑	☑	☑
San Francisco	Track 1	21544	Balboa Park BART Station expansion (planning phase only)	☑	☐	☑	☑	☑
San Francisco County-wide								
San Francisco	Committed	21350	Remove US 101 Central Freeway structure	☑	☑	☑	☑	☑
San Francisco	Committed	21858	Non-pavement maintenance (sidewalk, lighting, drainage, landscaping, etc. - committed revenues shown)	☑	☑	☑	☑	☑
San Francisco	Committed	21866	Local bridge maintenance (committed revenues shown)	☑	☑	☑	☑	☑
San Francisco	Committed	94090	Bicycle and pedestrian projects	☑	☑	☑	☑	☑

County	Investment Type	RTPID	Project/Program	2001 RTP (Project)	No Project (Alt. 1)	System Mgt (Alt. 2)	Blueprint 1 (Alt. 3)	Blueprint 2 (Alt. 4)
San Francisco	Committed	94621	US 101 Central Freeway reconstruction due to earthquake damage	☑	☑	☑	☑	☑
San Francisco	Committed	94623	Street resurfacing and reconstruction	☑	☑	☑	☑	☑
San Francisco	Committed	94624	Traffic signals and signs	☑	☑	☑	☑	☑
San Francisco	Committed	94625	Bernal Heights Street system upgrade	☑	☑	☑	☑	☑
San Francisco	Committed	94627	Local streets and roads pavement maintenance (committed revenues shown - includes sales tax revenues from San Francisco County project #94623)	☑	☑	☑	☑	☑
San Francisco	Committed	94632	Third Street light rail transit extension to Bayview Hunters Point (initial operating segment)	☑	☑	☑	☑	☑
San Francisco	Committed	94635	BART (San Francisco County share) - transit operating and capital improvement program (including replacement, rehabilitation, and minor enhancements, equipment, fixed facilities and other capital assets; does not include expansion except BART to SFO extension)	☑	☑	☑	☑	☑
San Francisco	Committed	94636	San Francisco Municipal Railway - transit operating and capital improvement program (including replacement, rehabilitation, and minor enhancements for rolling stock, equipment, fixed facilities and other capital assets; does not include system expansion)	☑	☑	☑	☑	☑
San Francisco	Committed	94637	Expansion of paratransit door-to-door van and taxi service to comply with Americans With Disabilities Act (ADA)	☑	☑	☑	☑	☑
San Francisco	Committed	94639	Ridesharing and transit promotion	☑	☑	☑	☑	☑
San Francisco	Committed	98593	Integrated Traffic Management System	☑	☑	☑	☑	☑

County	Investment Type	RTPID	Project/Program	2001 RTP (Project)	No Project (Alt. 1)	System Mgt (Alt. 2)	Blueprint 1 (Alt. 3)	Blueprint 2 (Alt. 4)
San Francisco	Committed	98630	BART Advanced Automatic Train Control System (county share)	☑	☑	☑	☑	☑
San Francisco	Track 1	21505	Local bridge seismic work	☑	☐	☑	☑	☑
San Francisco	Track 1	21548	Non-MTS streets and roads pavement rehabilitation shortfall	☑	☐	☑	☑	☑
San Francisco	Track 1	94078	Metropolitan Transportation System (MTS) streets and roads pavement rehabilitation shortfall (see Committed projects)	☑	☐	☑	☑	☑
San Francisco	Track 1	94079	BART capital replacement program shortfall (see Committed projects - excludes seismic program)	☑	☐	☑	☑	☑
San Francisco	Track 1	94080	Muni capital replacement program shortfall (see Committed projects)	☑	☐	☑	☑	☑
San Francisco	Track 1	98553	Transportation for Livable Communities - county program	☑	☐	☑	☑	☑
San Francisco	Track 1	98562	Surface Transportation Program planning funds for the county	☑	☐	☑	☑	☑
San Mateo County-wide								
San Mateo	Blueprint	98507	Local streets and roads non-pavement maintenance (shortfall)	☐	☐	☐	☑	☑
San Mateo	Committed	21859	Non-pavement maintenance (sidewalk, lighting, drainage, landscaping, etc. - committed revenues shown)	☑	☑	☑	☑	☑
San Mateo	Committed	21867	Local bridge maintenance (committed revenues shown)	☑	☑	☑	☑	☑
San Mateo	Committed	94101	Bicycle and pedestrian projects	☑	☑	☑	☑	☑
San Mateo	Committed	94662	Local streets and roads pavement maintenance (committed revenues shown)	☑	☑	☑	☑	☑

County	Investment Type	RTPID	Project/Program	2001 RTP (Project)	No Project (Alt. 1)	System Mgt (Alt. 2)	Blueprint 1 (Alt. 3)	Blueprint 2 (Alt. 4)
San Mateo	Committed	94666	SamTrans - transit operating and capital improvement program (including replacement, rehabilitation, and minor enhancements for rolling stock, equipment, fixed facilities and other capital assets. Does not include system expansion).	☑	☑	☑	☑	☑
San Mateo	Committed	94667	SamTrans Americans With Disabilities (ADA) services	☑	☑	☑	☑	☑
San Mateo	Committed	98631	BART Advanced Automatic Train Control System (county share)	☑	☑	☑	☑	☑
San Mateo	Track 1	21624	Transit-Oriented Development Incentives Program	☑	☐	☑	☑	☑
San Mateo	Track 1	94093	Metropolitan Transportation System (MTS) streets and roads pavement rehabilitation shortfall (see Committed projects)	☑	☐	☑	☑	☑
San Mateo	Track 1	98501	Non-MTS streets and roads pavement rehabilitation shortfall	☑	☐	☑	☑	☑
San Mateo	Track 1	98554	Transportation for Livable Communities - county program	☑	☐	☑	☑	☑
San Mateo	Track 1	98563	Surface Transportation Program planning funds for the county	☑	☐	☑	☑	☑
Santa Clara County-wide								
Santa Clara	Committed	21860	Non-pavement maintenance (sidewalk, lighting, drainage, landscaping, etc. - committed revenues shown)	☑	☑	☑	☑	☑
Santa Clara	Committed	21868	Local bridge maintenance	☑	☑	☑	☑	☑
Santa Clara	Committed	94109	Traffic Operations System (TOS) improvements on Route 237 and I-880	☑	☑	☑	☑	☑
Santa Clara	Committed	94125	Bicycle and pedestrian projects	☑	☑	☑	☑	☑

County	Investment Type	RTPID	Project/Program	2001 RTP (Project)	No Project (Alt. 1)	System Mgt (Alt. 2)	Blueprint 1 (Alt. 3)	Blueprint 2 (Alt. 4)
Santa Clara	Committed	94609	Local streets and roads pavement maintenance (committed revenues shown)	☑	☑	☑	☑	☑
Santa Clara	Committed	94610	VTA - transit operating and capital improvement program (including replacement, rehabilitation, and minor enhancements for rolling stock, equipment, fixed facilities and other capital assets. Does not include system expansion).	☑	☑	☑	☑	☑
Santa Clara	Track 1	21748	Santa Clara Countywide Bicycle Program (Tier 2 and beyond)	☑	☐	☑	☑	☑
Santa Clara	Track 1	21750	VTA Landscape Restoration and Graffiti Removal Program	☑	☐	☑	☑	☑
Santa Clara	Track 1	21754	VTA Soundwall Program	☑	☐	☑	☑	☑
Santa Clara	Track 1	21755	VTA Transportation Systems Operations and Management Program	☑	☐	☑	☑	☑
Santa Clara	Track 1	94106	Metropolitan Transportation System (MTS) streets and roads pavement rehabilitation shortfall (see Committed projects)	☑	☐	☑	☑	☑
Santa Clara	Track 1	94107	Non-MTS streets and roads pavement rehabilitation shortfall and local streets and roads projects	☑	☐	☑	☑	☑
Santa Clara	Track 1	98508	Local streets and roads non-pavement maintenance shortfall	☑	☐	☑	☑	☑
Santa Clara	Track 1	98555	Transportation for Livable Communities - county program	☑	☐	☑	☑	☑
Santa Clara	Track 1	98564	Surface Transportation Program (STP) planning funds for the county	☑	☐	☑	☑	☑

Silicon Valley

County	Investment Type	RTPID	Project/Program	2001 RTP (Project)	No Project (Alt. 1)	System Mgt (Alt. 2)	Blueprint 1 (Alt. 3)	Blueprint 2 (Alt. 4)
Santa Clara	Blueprint	21728	Widen US 101 from south of Cochrane Road to County line from 6 lanes to 8 lanes (includes HOV lanes)	☐	☐	☐	☑	☑
Santa Clara	Blueprint	21930	Additional countywide freeway interchange improvements in Santa Clara County	☐	☐	☐	☑	☑
Santa Clara	Blueprint 2	21062	Caltrain service to Salinas/Monterey	☐	☐	☐	☐	☑
Santa Clara	Committed	20001	US 101/Bailey Avenue interchange improvements	☑	☑	☑	☑	☑
Santa Clara	Committed	20002	Route 85 noise mitigation	☑	☑	☑	☑	☑
Santa Clara	Committed	21721	Tenth Street (Route 152)/US 101 interchange improvements in Gilroy	☑	☑	☑	☑	☑
Santa Clara	Committed	21729	Mary Avenue bicycle and pedestrian overcrossing at I-280	☑	☑	☑	☑	☑
Santa Clara	Committed	21730	Los Gatos Creek Trail from Lincoln Avenue to San Fernando Street	☑	☑	☑	☑	☑
Santa Clara	Committed	21731	Los Gatos Creek Trail from San Fernando Street to Santa Clara Street	☑	☑	☑	☑	☑
Santa Clara	Committed	21732	Stevens Creek Trail, Reach 4 North (Yuba Drive to El Camino Real Underpass to North Meadow)	☑	☑	☑	☑	☑
Santa Clara	Committed	21733	Uvas Creek Class 1 Trail connection to Gilroy Sports Park (Phases 1 and 2 from Thomas Road Bridge to Gilroy Sports Park)	☑	☑	☑	☑	☑
Santa Clara	Committed	21734	Extend Los Gatos Creek Trail on east side from Mozart Avenue to San Tomas Expressway	☑	☑	☑	☑	☑
Santa Clara	Committed	21735	San Tomas Aquino/Saratoga Creek Trail from Route 237 to Santa Clara south city limit	☑	☑	☑	☑	☑

County	*Investment Type*	*RTPID*	*Project/Program*	*2001 RTP (Project)*	*No Project (Alt. 1)*	*System Mgt (Alt. 2)*	*Blueprint 1 (Alt. 3)*	*Blueprint 2 (Alt. 4)*
Santa Clara	Committed	21736	San Tomas Aquino/Saratoga Creek Trail from Tantau to Barnhart	☑	☑	☑	☑	☑
Santa Clara	Committed	21737	Borregas Avenue bicycle and pedestrian overcrossings at US 101 and Route 237	☑	☑	☑	☑	☑
Santa Clara	Committed	21738	West Little Llagas Creek bicycle and pedestrian pathway from Spring Road to Watsonville Road	☑	☑	☑	☑	☑
Santa Clara	Committed	21739	Union Pacific bicycle and pedestrian overcrossing from Gibraltar Court to Montague Expressway	☑	☑	☑	☑	☑
Santa Clara	Committed	21740	Bernardo Avenue undercrossing at Caltrain railroad tracks	☑	☑	☑	☑	☑
Santa Clara	Committed	21741	Bike and pedestrian improvements on Hamilton Avenue from Salmar to Creekside (Route 17)	☑	☑	☑	☑	☑
Santa Clara	Committed	21742	River Oaks Parkway bike and pedestrian bridge at Guadalupe River	☑	☑	☑	☑	☑
Santa Clara	Committed	21743	Bicycle improvements on Almaden Expressway between Ironwood Drive and Koch Lane (southbound only)	☑	☑	☑	☑	☑
Santa Clara	Committed	21744	Santa Clara Caltrain bike and pedestrian overcrossing for Intermodal Transit Center	☑	☑	☑	☑	☑
Santa Clara	Committed	21745	De Anza Trail	☑	☑	☑	☑	☑
Santa Clara	Committed	21746	Cox Avenue/Southern Pacific railroad intersection improvements; includes improvements to grade crossings and bicycle paths	☑	☑	☑	☑	☑
Santa Clara	Committed	21747	California Avenue bicycle and pedestrian undercrossing at Caltrain station	☑	☑	☑	☑	☑

County	Investment Type	RTPID	Project/Program	2001 RTP (Project)	No Project (Alt. 1)	System Mgt (Alt. 2)	Blueprint 1 (Alt. 3)	Blueprint 2 (Alt. 4)
Santa Clara	Committed	21756	Widen US 101 from 6 lanes to 8 lanes (HOV lanes) from Metcalf Road to Cochrane Road	☑	☑	☑	☑	☑
Santa Clara	Committed	21760	Double track Caltrain between San Jose and Gilroy	☑	☑	☑	☑	☑
Santa Clara	Committed	21770	Caltrain extension to Salinas/Monterey (capital funds)	☑	☑	☑	☑	☑
Santa Clara	Committed	21785	US 101/Blossom Hill Avenue interchange modifications	☑	☑	☑	☑	☑
Santa Clara	Committed	21786	US 101/Hellyer Avenue interchange modifications	☑	☑	☑	☑	☑
Santa Clara	Committed	21787	Palo Alto Intermodal Transit Center (Phase I)	☑	☑	☑	☑	☑
Santa Clara	Committed	21788	Zero emission vehicles and facilities for VTA bus fleet	☑	☑	☑	☑	☑
Santa Clara	Committed	21790	Altamont Commuter Express Upgrade	☑	☑	☑	☑	☑
Santa Clara	Committed	21791	Downtown to East Valley Light-rail and Bus Rapid Transit, Phases 1 and 2	☑	☑	☑	☑	☑
Santa Clara	Committed	21794	Bus Rapid Transit corridor: El Camino Real (Line 22)	☑	☑	☑	☑	☑
Santa Clara	Committed	21797	Route 17 bus service improvements	☑	☑	☑	☑	☑
Santa Clara	Committed	21830	Expressway signal synchronization program	☑	☑	☑	☑	☑
Santa Clara	Committed	21831	Montague Expressway level-of-service improvements: US 101 to De la Cruz Boulevard HOV lanes	☑	☑	☑	☑	☑
Santa Clara	Committed	21832	Central Expressway level-of-service improvements: Bowers Avenue to De la Cruz Boulevard	☑	☑	☑	☑	☑

County	Investment Type	RTPID	Project/Program	2001 RTP (Project)	No Project (Alt. 1)	System Mgt (Alt. 2)	Blueprint 1 (Alt. 3)	Blueprint 2 (Alt. 4)
Santa Clara	Committed	21833	Almaden Expressway level-of-service improvements: Blossom Hill Road to Branham Lane	☑	☑	☑	☑	☑
Santa Clara	Committed	21834	San Tomas Expressway level-of-service improvements at Campbell Avenue	☑	☑	☑	☑	☑
Santa Clara	Committed	21836	San Tomas Expressway level-of-service improvements at Hamilton Avenue	☑	☑	☑	☑	☑
Santa Clara	Committed	21837	Capitol Expressway level-of-service improvements at McLaughlin Avenue	☑	☑	☑	☑	☑
Santa Clara	Committed	21838	Foothill Expressway level-of-service improvements at various locations	☑	☑	☑	☑	☑
Santa Clara	Committed	21922	San Jose International Airport connections to Guadalupe LRT	☑	☑	☑	☑	☑
Santa Clara	Committed	21923	Bus Rapid Transit corridor: Stevens Creek Boulevard	☑	☑	☑	☑	☑
Santa Clara	Committed	21924	Extend Vasona LRT from Winchester to Vasona Junction in Los Gatos	☑	☑	☑	☑	☑
Santa Clara	Committed	94112	Smart Corridor signal synchronization program; includes extending system north and south	☑	☑	☑	☑	☑
Santa Clara	Committed	94117	Transit centers and park-and-ride lots	☑	☑	☑	☑	☑
Santa Clara	Committed	94124	Route 87 HOV lanes from Julian Street to I-280 and from I-280 to Route 85	☑	☑	☑	☑	☑
Santa Clara	Committed	94135	Study to re-align Route 152 from Route 156 to US 101 (Santa Clara County portion)	☑	☑	☑	☑	☑
Santa Clara	Committed	94137	Widen US 101 from 4 lanes to 6 lanes from Metcalf Road in South San Jose to Cochrane Road in Morgan Hill	☑	☑	☑	☑	☑

County	Investment Type	RTPID	Project/Program	2001 RTP (Project)	No Project (Alt. 1)	System Mgt (Alt. 2)	Blueprint 1 (Alt. 3)	Blueprint 2 (Alt. 4)
Santa Clara	Committed	94587	Widen Guadalupe Expressway (Route 87) from 4-lane expressway to 6-lane freeway, including 2 HOV lanes from US 101 to Julian Street in downtown San Jose	☑	☑	☑	☑	☑
Santa Clara	Committed	94589	Complete Routes 85/87 interchange and connector ramps in San Jose	☑	☑	☑	☑	☑
Santa Clara	Committed	94592	Route 85/US 101 interchange improvements in Mountain View, includes northbound and southbound HOV direct connector ramps	☑	☑	☑	☑	☑
Santa Clara	Committed	94617	Capitol Corridor intercity rail service (9 round trips daily between Oakland and Sacramento and 7 round trips daily between San Jose and Oakland)	☑	☑	☑	☑	☑
Santa Clara	Committed	96002	Route 152 safety improvements from Uvas Creek to Route 156 near Gilroy	☑	☑	☑	☑	☑
Santa Clara	Committed	96019	Tasman Corridor East light rail extension from North First Street to Hostetter Road	☑	☑	☑	☑	☑
Santa Clara	Committed	98103	Route 17 improvements between Campbell and Los Gatos	☑	☑	☑	☑	☑
Santa Clara	Committed	98118	Capitol Corridor light rail extension along Capitol Avenue from just south of Hostetter Road to Wilbur Avenue north of Capitol Expressway	☑	☑	☑	☑	☑
Santa Clara	Committed	98119	Vasona Corridor light rail extension from downtown San Jose to Winchester Boulevar in Campbell	☑	☑	☑	☑	☑
Santa Clara	Committed	98121	Increase Caltrain service from San Jose to Gilroy, includes Caltrain corridor facilities and service improvements	☑	☑	☑	☑	☑

County	Investment Type	RTPID	Project/Program	2001 RTP (Project)	No Project (Alt. 1)	System Mgt (Alt. 2)	Blueprint 1 (Alt. 3)	Blueprint 2 (Alt. 4)
Santa Clara	Committed	98171	Complete Route 85 and US 101 interchange and connector ramps in South San Jose and widen US 101 to 8 lanes from Bernal Road to Metcalf Road	☑	☑	☑	☑	☑
Santa Clara	Committed	98201	100 low-floor light rail vehicles: 50 new vehicles and 50 replacement vehicles	☑	☑	☑	☑	☑
Santa Clara	Committed	98849	Route 152 safety and operational improvements between US 101 and Ferguson Road	☑	☑	☑	☑	☑
Santa Clara	System Management	21095	Signal coordination on all county expressways in Santa Clara County	☐	☐	☑	☐	☐
Santa Clara	System Management	21096	Completion of county expressway HOV system in Santa Clara County	☐	☐	☑	☐	☐
Santa Clara	System Management	21097	Complete remaining HOV-to-HOV connectors in Santa Clara County	☐	☐	☑	☐	☐
Santa Clara	System Management	21098	Reversible HOV on US 101 from Cochrane Road to Gilroy (6 lanes total: 3 lanes plus reversible HOV in peak)	☐	☐	☑	☐	☐
Santa Clara	System Management	21099	Extend I-280 HOV lanes further north to Page Mill Expressway by taking a mixed flow lane in each direction	☐	☐	☑	☐	☐
Santa Clara	System Management	21988	Blueprint Express Bus Program: Santa Clara Valley/East Valley (Route 22)	☐	☐	☑	☐	☐
Santa Clara	Track 1	21702	US 101/Buena Vista Avenue interchange construction	☑	☐	☑	☑	☑
Santa Clara	Track 1	21703	I-880/Coleman Avenue interchange improvements	☑	☐	☑	☑	☑
Santa Clara	Track 1	21706	US 101/Fourth Street/Zanker Road overcrossing and ramp modifications	☑	☐	☑	☑	☑

County	Investment Type	RTPID	Project/Program	2001 RTP (Project)	No Project (Alt. 1)	System Mgt (Alt. 2)	Blueprint 1 (Alt. 3)	Blueprint 2 (Alt. 4)
Santa Clara	Track 1	21707	I-280/I-680 connector to southbound US 101: new grade-separated ramp with Tully Road exit ramp	☑	☐	☑	☑	☑
Santa Clara	Track 1	21708	Grade-separate Route 85 northbound to I-280 northbound and I-280 exit to Foothill Expressway ramps	☑	☐	☑	☑	☑
Santa Clara	Track 1	21712	Montague Expressway/San Tomas Expressway/US 101/Mission College Boulevard interchange improvements	☑	☐	☑	☑	☑
Santa Clara	Track 1	21714	Route 25/Santa Teresa Boulevard/US 101 interchange construction	☑	☐	☑	☑	☑
Santa Clara	Track 1	21715	Additional Route 152 safety improvements between US 101 and Route 156 (may include a westbound Route 152 to westbound Route 156 flyover)	☑	☐	☑	☑	☑
Santa Clara	Track 1	21716	Widen Route 237 for HOV lanes between Route 85 and US 101	☑	☐	☑	☑	☑
Santa Clara	Track 1	21717	Upgrade Route 25 to 4-lane expressway standards (Santa Clara County portion of project)	☑	☐	☑	☑	☑
Santa Clara	Track 1	21718	Widen Route 85 from I-280 to Fremont Avenue	☑	☐	☑	☑	☑
Santa Clara	Track 1	21719	I-880/Stevens Creek Boulevard interchange improvements	☑	☐	☑	☑	☑
Santa Clara	Track 1	21720	US 101/Tennant Avenue interchange improvements in Morgan Hill	☑	☐	☑	☑	☑
Santa Clara	Track 1	21722	Trimble Road/De La Cruz Boulevard/Central Expressway/US 101 interchange improvements	☑	☐	☑	☑	☑
Santa Clara	Track 1	21723	US 101/Tully Road interchange modifications	☑	☐	☑	☑	☑

County	Investment Type	RTPID	Project/Program	2001 RTP (Project)	No Project (Alt. 1)	System Mgt (Alt. 2)	Blueprint 1 (Alt. 3)	Blueprint 2 (Alt. 4)
Santa Clara	Track 1	21724	Add US 101 auxiliary lane from Route 87 to Montague Expressway	☑	☐	☑	☑	☑
Santa Clara	Track 1	21727	Route 87/US 101 ramp connection to Trimble Road interchange	☑	☐	☑	☑	☑
Santa Clara	Track 1	21749	Construct Butterfield Boulevard from San Pedro Road to Watsonville Road	☑	☐	☑	☑	☑
Santa Clara	Track 1	21753	Extend Mary Avenue from Almanor Avenue to H Street, including Route 237/US 101 overcrossing in Sunnyvale	☑	☐	☑	☑	☑
Santa Clara	Track 1	21840	San Jose-Santa Clara fourth main track and station upgrades (Phase I)	☑	☐	☑	☑	☑
Santa Clara	Track 1	98175	Widen Montague Expressway from 6 lanes tc 8 lanes (adds two mixed flow lanes) from I-680 to US 101	☑	☐	☑	☑	☑
Santa Clara	Track 1	98210	Widen Central Expressway from 6 lanes to 8 lanes (adds two HOV lanes) between Route 237 and De La Cruz Avene	☑	☐	☑	☑	☑
Santa Clara	Track 1	98866	Montague Expressway/Trimble flyover ramp: westbound Montague Expressway to westbound Trimble Road	☑	☐	☑	☑	☑
Solano County-wide								
Solano	Committed	21861	Non-pavement maintenance (sidewalk, lighting, drainage, landscaping, etc. - committed revenues shown)	☑	☑	☑	☑	☑
Solano	Committed	21869	Local bridge maintenance (committed revenues shown)	☑	☑	☑	☑	☑
Solano	Committed	94154	Bicycle and pedestrian projects	☑	☑	☑	☑	☑
Solano	Committed	94681	Local streets and roads pavement maintenance (committed revenues shown)	☑	☑	☑	☑	☑

County	Investment Type	RTPID	Project/Program	2001 RTP (Project)	No Project (Alt. 1)	System Mgt (Alt. 2)	Blueprint 1 (Alt. 3)	Blueprint 2 (Alt. 4)
Solano	Committed	94683	Vallejo Transit - transit operating and capital improvement program (including replacement, rehabilitation, and minor enhancements for rolling stock, equipment, fixed facilities and other capital assets; does not include system expansion).	☑	☑	☑	☑	☑
Solano	Track 1	21801	Vallejo Transit capital replacement program shortfall (see Committed projects)	☑	☐	☑	☑	☑
Solano	Track 1	21809	Match for improvements to local interchanges and arterials	☑	☐	☑	☑	☑
Solano	Track 1	94138	Metropolitan Transportation System (MTS) streets and roads pavement rehabilitation shortfall (see Committed projects)	☑	☐	☑	☑	☑
Solano	Track 1	94139	Non-MTS streets and roads pavement maintenance shortfall	☑	☐	☑	☑	☑
Solano	Track 1	94153	Non-capacity increasing safety projects to improve congested intersections, local arterials and highways	☑	☐	☑	☑	☑
Solano	Track 1	98168	Solano County intercity bus service and transit hubs (capital costs)	☑	☐	☑	☑	☑
Solano	Track 1	98199	Park-and-ride lots	☑	☐	☑	☑	☑
Solano	Track 1	98212	Bicycle and pedestrian projects	☑	☐	☑	☑	☑
Solano	Track 1	98509	Local streets and roads non-pavement maintenance shortfall (see Committed projects)	☑	☐	☑	☑	☑
Solano	Track 1	98556	Transportation for Livable Communities - county program	☑	☐	☑	☑	☑
Solano	Track 1	98565	Surface Transportation Program planning funds for the county	☑	☐	☑	☑	☑
Sonoma County Subarea								

County	Investment Type	RTPID	Project/Program	2001 RTP (Project)	No Project (Alt. 1)	System Mgt (Alt. 2)	Blueprint 1 (Alt. 3)	Blueprint 2 (Alt. 4)
Sonoma	Track 1	21901	Golden Gate Transit (Sonoma County share) capital replacement program shortfall (see Committed projects)	☑	☐	☑	☑	☑
Sonoma County-wide								
Sonoma	Committed	21862	Non-pavement maintenance (sidewalk, lighting, drainage, landscaping, etc. - committed revenues shown)	☑	☑	☑	☑	☑
Sonoma	Committed	21870	Local bridge maintenance (committed revenues shown)	☑	☑	☑	☑	☑
Sonoma	Committed	94694	Local streets and roads pavement maintenance (committed revenues shown)	☑	☑	☑	☑	☑
Sonoma	Committed	94695	Sonoma County, Santa Rosa, Petaluma, Healdsburg, and Cloverdale Transit - transit operating and capital improvement program (including replacement, rehabilitation, and minor enhancements for rolling stock, equipment, fixed facilities and other capital assets. Does not include system expansion).	☑	☑	☑	☑	☑
Sonoma	Committed	98213	Bicycle and pedestrian projects	☑	☑	☑	☑	☑
Sonoma	Committed	98572	Golden Gate Transit (Sonoma County share) -Transit operating and capital improvement program (including replacement, rehabilitation, and minor enhancements for rolling stock, equipment, fixed facilities and other capital assets; does not include expansion.)	☑	☑	☑	☑	☑
Sonoma	Track 1	94155	Metropolitan Transportation System (MTS) streets and roads pavement rehabilitation shortfall (see Committed projects)	☑	☐	☑	☑	☑
Sonoma	Track 1	94156	Non-MTS streets and roads pavement rehabilitation shortfall	☑	☐	☑	☑	☑

County	Investment Type	RTPID	Project/Program	2001 RTP (Project)	No Project (Alt. 1)	System Mgt (Alt. 2)	Blueprint 1 (Alt. 3)	Blueprint 2 (Alt. 4)
Sonoma	Track 1	94163	Bicycle and pedestrian projects in Countywide Transportation Plan	☑	☐	☑	☑	☑
Sonoma	Track 1	98557	Transportation for Livable Communities - county program	☑	☐	☑	☑	☑
Sonoma	Track 1	98566	Surface Transportation Program planning funds for the county	☑	☐	☑	☑	☑
Sunol Gateway								
Alameda	Blueprint	21088	Widen Route 84 to 4 lanes between Livermore and Sunol (portion not included in Committed Funding or Track 1)	☐	☐	☐	☑	☑
Alameda	Blueprint	21089	I-680 to I-880 cross connector (Mission Boulevard or other alignments, to be determined)	☐	☐	☐	☑	☑
Alameda	Blueprint 2	21043	Direct HOV to HOV connectors between Route 84 HOV lanes and I-680 HOV lanes	☐	☐	☐	☐	☑
Alameda	Committed	21339	ACE train station track improvements in Alameda County, including parking improvements at downtown Livermore statior and Vasco Road station	☑	☑	☑	☑	☑
Alameda	Committed	21437	Regional Express Bus Program: I-680 to Pleasant Hill BART Station	☑	☑	☑	☑	☑
Alameda	Committed	21438	Regional Express Bus Program: Tri-Valley to Sun Microsystems	☑	☑	☑	☑	☑
Alameda	Committed	21458	I-680/I-880 cross connector (study only)	☑	☑	☑	☑	☑
Alameda	Committed	21460	Iron Horse bicycle, pedestrian and transit route	☑	☑	☑	☑	☑
Alameda	Committed	21469	I-680/West Las Positas crossing improvements	☑	☑	☑	☑	☑

County	Investment Type	RTPID	Project/Program	2001 RTP (Project)	No Project (Alt. 1)	System Mgt (Alt. 2)	Blueprint 1 (Alt. 3)	Blueprint 2 (Alt. 4)
Alameda	Committed	21470	I-680/Sunol Boulevard ramp improvements, includes signal improvements and widening under existing structure	☑	☑	☑	☑	☑
Alameda	Committed	21471	I-680/Stoneridge Drive interchange improvements	☑	☑	☑	☑	☑
Alameda	Committed	21472	I-680/Bernal Avenue interchange improvements	☑	☑	☑	☑	☑
Alameda	Committed	94501	I-580/I-680 interchange: construct connector southbound I-680 to eastbound I-580, including new local ramps	☑	☑	☑	☑	☑
Alameda	Committed	98141	I-680 Sunol Grade southbound and northbound HOV lane, ramp metering and auxiliary lane from Route 84 to Route 237 (possible value pricing project)	☑	☑	☑	☑	☑
Alameda	System Management	21086	Reversible HOV from Route 84 to Montague Expressway: 3 mixed flow lanes in each direction, 1 permanent southbound HOV lane, and 1 reversible HOV using movable barrier in peak direction (instead of new northbound HOV lane funded in Track 1	☐	☐	☑	☐	☐
Alameda	System Management	21087	Ramp metering on I-680 South between I-580 and US 101	☐	☐	☑	☐	☐
Alameda	Track 1	21112	Crow Canyon safety improvements	☑	☐	☑	☑	☑
Alameda	Track 1	98139	ACE station/track improvements in Alameda County, includes parking improvements at Vasco Road and downtown Livermore stations	☑	☐	☑	☑	☑
Santa Clara	Committed	98140	I-680 Sunol Grade southbound and northbound HOV lanes, ramp metering and auxiliary lane from Route 84 to Route 237 (possible value pricing project)	☑	☑	☑	☑	☑

County	Investment Type	RTPID	Project/Program	2001 RTP (Project)	No Project (Alt. 1)	System Mgt (Alt. 2)	Blueprint 1 (Alt. 3)	Blueprint 2 (Alt. 4)
Santa Clara	Committed	98151	Planning study and preliminary engineering for connector between I-880 and I-680	☑	☑	☑	☑	☑
Transbay Bay Bridge								
Alameda	System Management	21989	Blueprint Express Bus Program: South/Central Alameda County to San Francisco	☐	☐	☑	☐	☐
Bay Area Region	Blueprint	21882	Blueprint Ferry Program: Various routes defined in MTC's Blueprint	☐	☐	☐	☑	☑
Bay Area Region	Blueprint 2	21059	New rail tube under the Bay - BART, rail, or combination (concept under evaluation in Bay Crossings Study)	☐	☐	☐	☐	☑
Bay Area Region	Blueprint 2	21067	California High Speed Rail: extend high speed service from San Francisco under Bay to Sacramento along Capitol Corridor	☐	☐	☐	☐	☑
Bay Area Region	Committed	21878	San Francisco-Oakland Bay Bridge: seismic retrofit of the west span and west approach	☑	☑	☑	☑	☑
Bay Area Region	Committed	21879	San Francisco-Oakland Bay Bridge: east span seismic safety project	☑	☑	☑	☑	☑
Bay Area Region	System Management	21931	Congestion pricing in peak period on Bay bridges ($4) and Golden Gate ($5)	☐	☐	☑	☐	☐
San Francisco	Blueprint	21050	Treasure Island ramps	☐	☐	☐	☑	☑
Transbay Richmond-San Rafael Bridge								
Bay Area Region	Committed	21014	Richmond-San Rafael Bridge deck replacement	☑	☑	☑	☑	☑
Contra Costa	Committed	21432	Regional Express Bus Program: I-80/Richmond Transbay	☑	☑	☑	☑	☑
Transbay San Mateo-Hayward and Dumbarton Bridges								

County	Investment Type	RTPID	Project/Program	2001 RTP (Project)	No Project (Alt. 1)	System Mgt (Alt. 2)	Blueprint 1 (Alt. 3)	Blueprint 2 (Alt. 4)
Alameda	Committed	21433	Regional Express Bus Program: Fremont BART Station to Stanford University	☑	☑	☑	☑	☑
Alameda	System Management	21990	Blueprint Express Bus Program: East Bay to Central San Mateo County	☐	☐	☑	☐	☐
Alameda	Track 1	21149	Express bus services	☑	☐	☑	☑	☑
Alameda	Track 1	21194	Dumbarton rail bridge rehabilitation (Alameda County share)	☑	☐	☑	☑	☑
Bay Area Region	Committed	21601	Dumbarton Bridge: widen Bayfront Expressway (Route 84) from Dumbarton Bridge to US 101/Marsh Road interchange	☑	☑	☑	☑	☑
Bay Area Region	Committed	94514	I-880/Route 92 interchange improvements in Hayward	☑	☑	☑	☑	☑
Bay Area Region	Committed	94657	Widen San Mateo-Hayward Bridge: widen low-rise trestle and eastern approach from I-880 from four to six lanes with shoulders (under construction), extend existing westbound HOV lane one mile west along eastern approach from I-880, construct new pedestrian/bicycle overcrossing	☑	☑	☑	☑	☑
San Mateo	Blueprint 2	21051	San Mateo and Dumbarton Bridges: add lanes to bridges beyond current improvements (concept under evaluation in Bay Crossings Study)	☐	☐	☐	☐	☑
San Mateo	System Management	21932	Take 1 mixed flow lane on San Mateo and Dumbarton Bridges for reversible peak direction HOV lane	☐	☐	☑	☐	☐
San Mateo	Track 1	21618	Dumbarton rail bridge rehabilitation (San Mateo County share)	☑	☐	☑	☑	☑
Santa Clara	Blueprint	21792	Dumbarton rail bridge rehabilitation (Santa Clara County share)	☑	☐	☑	☑	☑
Tri-Valley								

County	Investment Type	RTPID	Project/Program	2001 RTP (Project)	No Project (Alt. 1)	System Mgt (Alt. 2)	Blueprint 1 (Alt. 3)	Blueprint 2 (Alt. 4)
Alameda	Blueprint	21039	I-238/I-580 truck bypass lane	☐	☐	☐	☑	☑
Alameda	Blueprint	21041	Westbound truck climbing lane over Altamont Pass	☐	☐	☐	☑	☑
Alameda	Blueprint	21494	I-580 HOV lanes from Tassajara to Vasco Road (remaining segment)	☐	☐	☐	☑	☑
Alameda	Blueprint	21872	I-580 HOV lanes from Vasco Road east to Greenville Road	☐	☐	☐	☑	☑
Alameda	Committed	21100	Vasco Road/I-580 interchange improvements	☑	☑	☑	☑	☑
Alameda	Committed	21347	Rehabilitate and widen Route 84 from I-580 to Scott Street	☑	☑	☑	☑	☑
Alameda	Committed	21455	Widen I-238 from 4 lanes to 6 lanes between I-580 and I-880, includes auxiliary lanes on I-880 south of I-238	☑	☑	☑	☑	☑
Alameda	Committed	21456	I-580 eastbound auxiliary lane between Santa Rita Road to Airway	☑	☑	☑	☑	☑
Alameda	Committed	21457	I-580 interchange improvements at Castro Valley Road, Redwood Road, and Center Street in Castro Valley	☑	☑	☑	☑	☑
Alameda	Committed	21473	Extend North Canyons Parkway westerly to Dublin Boulevard	☑	☑	☑	☑	☑
Alameda	Committed	21474	I-580/North Livermore Avenue interchange improvements	☑	☑	☑	☑	☑
Alameda	Committed	21475	I-580/First Street interchange improvements	☑	☑	☑	☑	☑
Alameda	Committed	21476	Isabel Avenue/Route 84/I-580 interchange improvements: build second bridge to provide 6 lanes over I-580 (Phase 2)	☑	☑	☑	☑	☑
Alameda	Committed	21477	I-580/Greenville Road interchange improvements	☑	☑	☑	☑	☑

County	Investment Type	RTPID	Project/Program	2001 RTP (Project)	No Project (Alt. 1)	System Mgt (Alt. 2)	Blueprint 1 (Alt. 3)	Blueprint 2 (Alt. 4)
Alameda	Committed	21478	Extend Las Positas Road between First Street and Vasco Road	☑	☑	☑	☑	☑
Alameda	Committed	21489	I-580/San Ramon Road/Foothill Road interchange improvements	☑	☑	☑	☑	☑
Alameda	Committed	21490	I-580/Fallon Road/El Charro Road interchange improvements	☑	☑	☑	☑	☑
Alameda	Committed	21492	Extend Scarlett Drive from Dublin Boulevard to Dougherty Road	☑	☑	☑	☑	☑
Alameda	Committed	21493	I-580/I-680 Transportation Operations System (TOS)	☑	☑	☑	☑	☑
Alameda	Committed	21886	Industrial Parkway upgrade between Whipple Road and improved segment of the parkway in Hayward	☑	☑	☑	☑	☑
Alameda	Committed	94029	Altamont Commuter Express (ACE) rail service operating and station/track improvements (four roundtrips daily)	☑	☑	☑	☑	☑
Alameda	Committed	94034	Widen Isabel Avenue to four lanes (along future Route 84 alignment) from I-580 south to Vallecitos Road and improvements along Route 84 through Pigeon Pass	☑	☑	☑	☑	☑
Alameda	Committed	94515	I-580 connections to Hayward Bypass (Route 238) and interchange improvements: northbound Hayward Bypass to northbound I 580 and northbound Hayward Bypass to westbound I-238	☑	☑	☑	☑	☑
Alameda	System Management	21085	Ramp metering from I-680/580 interchange east to Altamont Pass	☐	☐	☑	☐	☐
Alameda	Track 1	21105	Isabel Avenue/Route 84/I-580 partial interchange construction (Phase 1)	☑	☐	☑	☑	☑
Alameda	Track 1	21113	Widen Dublin Boulevard from 4 lanes to 6 lanes from Village Parkway to Sierra Court	☑	☐	☑	☑	☑

County	*Investment Type*	*RTPID*	*Project/Program*	*2001 RTP (Project)*	*No Project (Alt. 1)*	*System Mgt (Alt. 2)*	*Blueprint 1 (Alt. 3)*	*Blueprint 2 (Alt. 4)*
Alameda	Track 1	21116	Widen I-580 to add an HOV lane in each direction from west of Tassajara Road in Pleasanton to east of Vasco Road in Livermore (initial segment)	☑	☐	☑	☑	☑
Alameda	Track 1	21130	East Dublin/Pleasanton BART Station transit village, includes construction of parking structure	☑	☐	☑	☑	☑
Alameda	Track 1	21133	New West Dublin/Pleasanton BART Station	☑	☐	☑	☑	☑
Alameda	Track 1	21151	LAVTA maintenance/operations facility	☑	☐	☑	☑	☑
Alameda	Track 1	21885	BART/Tri-Valley Rail Extension (for right-of-way acquistion)	☑	☐	☑	☑	☑
Alameda	Track 1	94024	Auto/truck separation lane at I-580/I-205 interchange	☑	☐	☑	☑	☑